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— BY —

Oliver H. Drescher, Jr.,

WITH ILLUSTRATIONS BY.

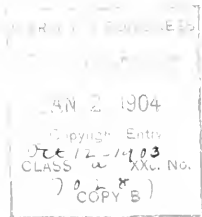
Charles F. Lehne

LEHNE & DRESCHER

PUBLISHERS.



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INDEX.

CHAPTER I.

First Owners of West Hoboken.

CHAPTER II.

West Hoboken In Its Early History.

CHAPTER III.

Streets and Improvements.

CHAPTER IV.

Early Municipal Affairs.

CHAPTER V.

Public Schools.

CHAPTER VI.

Transit Facilities, Past and Present.

CHAPTER VII.

Oil, Gas and Electric Lights.

CHAPTER VIII.

Municipal Water.

CHAPTER IX.

Public Library.

CHAPTER X.

Consolidation with Jersey City in 1868.

CHAPTER XI.

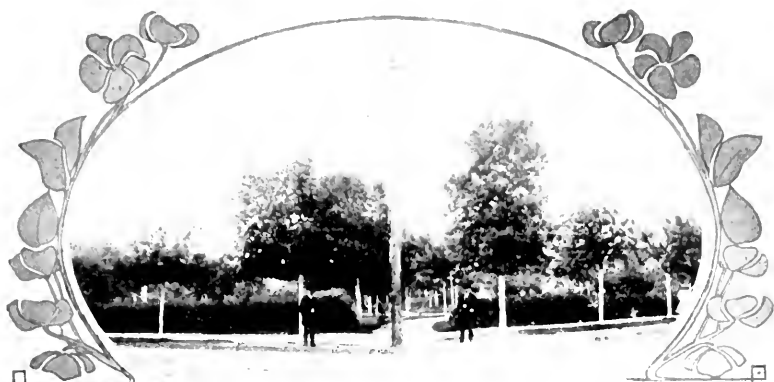
Latter Municipal Affairs.

CHAPTER XII.

The Fire Department.

CHAPTER XIII.

Our Churches.



VIEWS IN TOWN PARK.

PREFACE.

MY DEAR READER:—

At one time there existed in this town an organization which styled itself the "Firemen's Monument Association of West Hoboken." This association was composed of delegates from each one of our Town Fire Companies, and I was one who represented Protection H. and L. Co. No. 3.

The object of the aforesaid association was to raise funds with which to erect a monument in our Town Park to the memory of our deceased Firemen. Various ways and means were tried to collect enough funds for this object, but somehow or other our efforts were not always crowned with the success necessary to infuse enough life in the members to "push along" the scheme, and interest in the object began to lag.

One evening at a meeting, a motion was made to hold a Fair, and in connection therewith to issue a souvenir history of the Fire Department and the town in general; and also to publish various interesting views of our town in this souvenir.

I immediately volunteered to write up a sketch of the town's career, and the next day I began in earnest on the work. At first I meant only to write a short sketch, but gradually I kept on adding more and more, until I had quite a history, which I was certain would be the means of piling up large amounts of cash for the monument. When, as usual, the meetings of the Monument Association became smaller and smaller, until we could not muster together a quorum, it was seen that nothing could save the organization, and to settle it once for all we disbanded.

This left me with the history on my hands. I had spent so much time on it that it seemed like a pity to let it lie unprinted in my desk, and I resolved that I would publish it myself, and accordingly I made arrangements with my friend Lehne to furnish the illustrations. It is in this manner that I have come before you in the role of a writer, and aside from the interest I take in our old town, I submit the following pages to you. First, because West Hoboken was at one time part of one of the oldest settlements in America. Second, because no record of facts concerning the early settlement of this town has ever been printed, and I am of the opinion that such record and facts will make interesting reading for our old

residents, as well as for the numerous new-comers who have settled in our midst during the past fifteen years.

I have spared neither time nor effort in making the story interesting and truthful, and as to dates and facts, I can assure my readers of their absolute correctness.

I believe I can truthfully say that no book of this particular kind has ever been published which contains so many illustrations as this one does; and I feel it my duty to bestow much praise on the person who attended to this matter—Mr. Charles F. Lehme.

In the first chapter you will perceive I deal mostly with facts concerning the county; this I had to do to establish the chain of events from the very beginning of the discovery of the county of which our town was then a part.

As regards the history of our churches, I may say that some will appear much longer than others; this can be explained by stating that some church organizations are more than half a century old, and consequently their history must be longer than others which are but a few years old; and this same rule will apply to our Fire Companies.

I do not wish to be accused of plagiarism consequently I will say that my authorities, for a large part of the first chapter of this history, was Charles Winfield's "History of Hudson County," and also his "Land Titles of Hudson County," and in regards the churches, I had frequent reference to Taylor's "History of the Clasis of Bergen." The ministers and priests of our churches very kindly furnished me with all the information that I requested of them, and I take this method of offering them my sincere thanks, and of also offering my thanks to the numerous kind citizens of our town who generously gave me any information which I requested of them.

Trusting that the reader may find the following pages interesting, and that they may bring back fond remembrances to such old-time citizens who may happen to read them, I am

Yours truly,

W. H. Drescher, Jr.

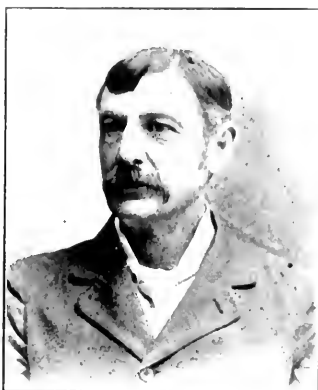
January 1st, 1903.



GEO. B. BERCKAMP,
MAYOR.
JANUARY 1ST, 1903



JOHN E. STANTON.



CHARLES E. LAUNE.



JOHN MCCARTHY



RICHARD J. LYNCH.



LOUIS DIEHM, JR.



EDWIN T. BOEHLER.



JOHN P. McMAHON,
TOWN CLERK



FREDERICK A. SCHWARTZ,
TREASURER



AUG A. RICH,
ATTORNEY.



JOHN S. CONLIN,
COLLECTOR.

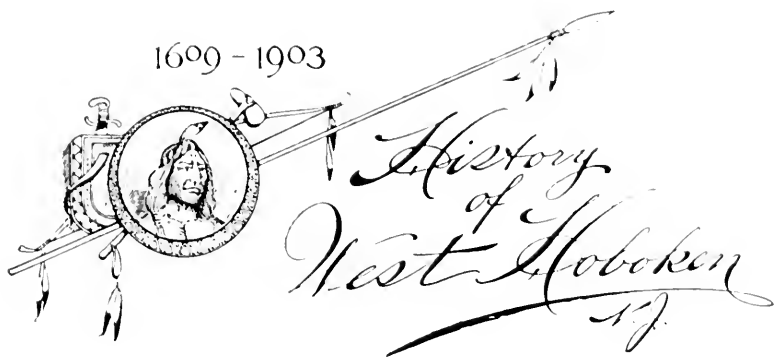


EDW. A. McDERMOTT,
ASSESSOR.



DR. WILLIAM A. DRAESEL,
TOWN PHYSICIAN

1609 - 1903



CHAPTER I.

First Owners of West Hoboken.

The Town of West Hoboken is 41 years old, having been incorporated as a Township on February 28, 1861. Previous to its being incorporated, it was a part of the Township of North Bergen, which latter Township was at one time a part of the ancient County and Township of Bergen.

The first inhabitants of our town were undoubtedly descendants of the early Dutch settlers of the aforesaid County of Bergen; it is not known exactly at what time the first house was erected within the present limits of West Hoboken, but it is very likely that it was in the last quarter of the 18th century; and when the town began to take on the aspect of a village, quite a number of French people settled here, and to-day some of our oldest inhabitants are numbered among our French population.

Every schoolboy who has commenced his course in history has read of the discovery of our county by Henry Hudson, the commander of the good ship "Half Moon," who sailed into the lower bay and so on up into the beautiful Hudson one bright September day in the year 1609.

The first reference in the annals of New Netherland to the place now called "Hoboken," is found in the journal of Robert Juet, the mate of Hudson's ship, the "Hali Moon," under date of October 2, 1609.

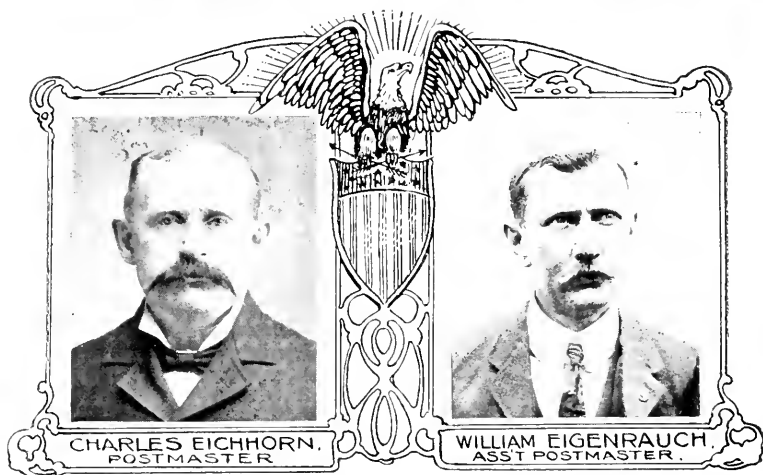
More than twenty years passed before another reference is made to the place; then the Director and Council of New Netherlands, in behalf of Michael Pauw, Lord of Achtienvoven, purchased from the native owners (the Indians) the land spoken of by Juet.



EDGAR A. LOVERIDGE,
ASSEMBLYMAN



AL. KIELBERG,
HEALTH INSPECTOR.



CHARLES EICHHORN,
POSTMASTER

WILLIAM EIGENRAUCH,
ASST POSTMASTER.



ANTON DITE,



THEO BERNHARDT,

FREEHOLDERS.

The deed conveying this property bears date July 12, 1630, and conveys all of what is now Hudson County, except that part which lies west of the Hackensack River.

In a short time Panw got into disfavor with the New Netherland government for reasons now unknown; and they, in 1634, took his land away from him.

The first white inhabitant of the northern end of the county was Henbrick, son of Cornelius Van Vorst, who lived in a small hut in Hoboken, in the year 1636; he stayed for three years, and in the summer of 1639 returned to Holland and died.

On February 15, 1640, Aret, T. Van Putten secured the place, he, without delay, began to improve his home, he cleared the land, fenced in fields, and maintained a general farm. He erected a brew house and thus became the first brewer in the State and Hoboken, the place where beer was first brewed.

On the breaking out of the Indian War in 1643, Van Putten was away from home on a trading expedition and was killed near Sandy Hook. His farm and buildings were destroyed and burnt, and such was the fury of the Indians that the place was abandoned by every white settler.

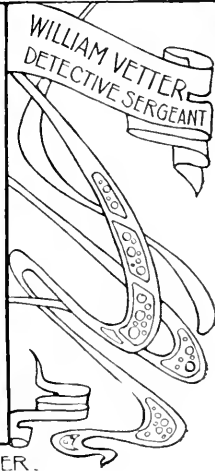
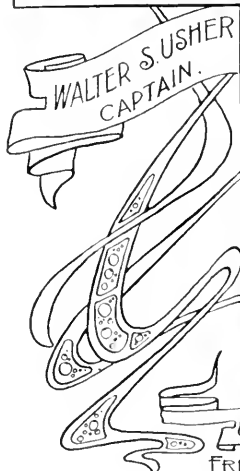
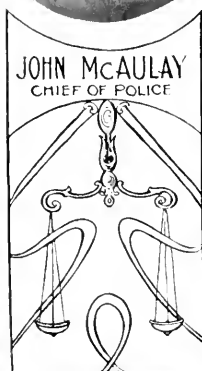
The Indians must, at this time, have gotten complete control of this entire part of the county, for we find another deed, conveying this property to the whites, which is, in part, as follows:—

"On the 30th day of January, 1658, the Indians sold to the Noble Lord Director General Pieter Stuyvesant and Council of New Netherlands a tract of land lying on the west side of the North River.

"Beginning from the Great Clip (Dutch for stone, referring to the Palisades) above Wichachen (note the spelling), and from there right through the land above the Island Sikakes (meaning Seacaucus) and therefrom thence to the Kill von Coll, and so along the Constables Hoeck again to the aforesaid clip above Wichachen."

Perhaps the price paid for this vast piece of land now worth many millions of dollars, would interest you. This tract was purchased for 80 fathoms of Wampum, 20 fathoms of cloth, 12 brass kettles, 6 guns, 1 double brass kettle, and half barrel of strong beer, valued in all at \$675.00.

Before this tract of land was settled there was a settlement made at Bergen, which is the oldest town in this State; it was settled in 1616 by Dutch colonists, and the first house was located about where Bergen Square is now.



FREDERICK HENSEL, RECORDER.

Originally all of Hulson County, and the southern end of Bergen County, was included in this Township of Bergen, and although there were in latter years settlements in different parts of the county, they were all governed by Bergen township.

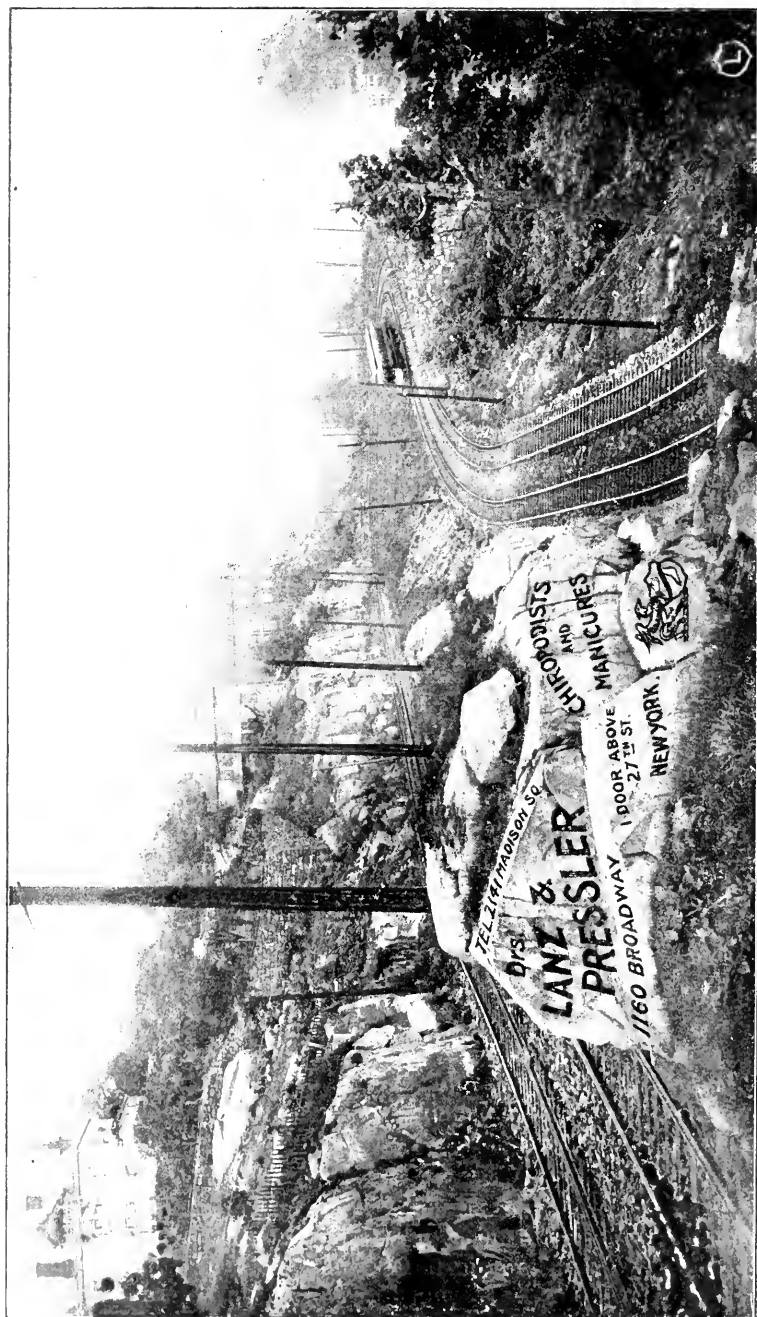
On Octobr 14, 1656, Nicholas Verleth married Anna, the sister of Governor Stuyvesant, (mentioned in aforesaid deed) who was also the widow of Samuel Bayard, and on February 5, 1663, he received from Governor Stuyvesant a grant of 138 morgens of land, which is now Hoboken and North Hudson. Varleth died while in possession of this land in 1675, and from his heirs, Samuel Bayard, his step-son derived title. William Bayard, one of the latter's descendents, was the owner, and in possession when the Revolutionary War broke out.

After the City of New York had fallen into the hands of the enemy, and the patriot army had been driven back toward the Delaware, Mr. Bayard, who at first had been active in the cause of the colonies, withdrew his assistance, and on May 1, 1777, joined the army of the King; for this act his property was confiscated to the State, and advertised by the Commissioners of forfeited estates to be sold. On August 25, 1784, the tract of land which comprises West Hoboken, was sold by Commissioner Wm. Herring, and among the buyers at this sale were John Stevens, who bought almost all the property north of Stevens street, this property afterwards became the property of the Hoboken Land Improvement Company. On May 6, of the same year, Wm. Jackson became the owner of a large tract of land adjoining Stevens parcel. On March 21, 1785, Cornelius Van Vorst bought another large piece of this land which comprized the middle western part of the town.

A short time after these sales the owners sold parcels to other people, among whom were the De Motts, Traphagens, Van Reibens & Van Winkle's.

A large tract of land in the southeastern part of our town was in 1770, owned by a man named Merselis. From his heirs it passed into the hands of our late citizen, John Syms.

As I stated previously, all of this territory was part of the Township of Bergen, but this old town was soon to become a thing of the past, because one by one, boroughs began to seceed from her, until on February 22, 1840, the whole southern part of Bergen County was formed into the County of Hudson, and instead of Bergen Township being the only municipality, the new county was divided into five townships, viz.:—Bergen (which comprised all of North Hudson and what is now Bergen in Jersey City), Harrison, Jersey City, and Van Vorst.



HORSESHOE CURVE ON HILLSIDE ROAD.

At this time the population of the county was 9,439, and there were only 60 houses from Hackensack south to the Jersey City line.

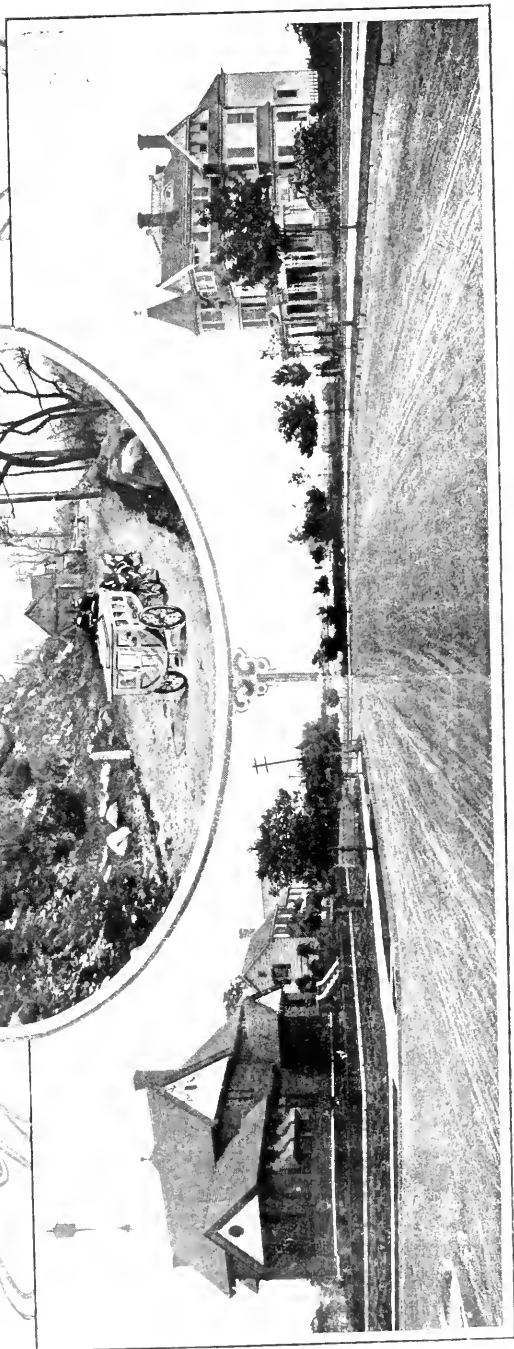
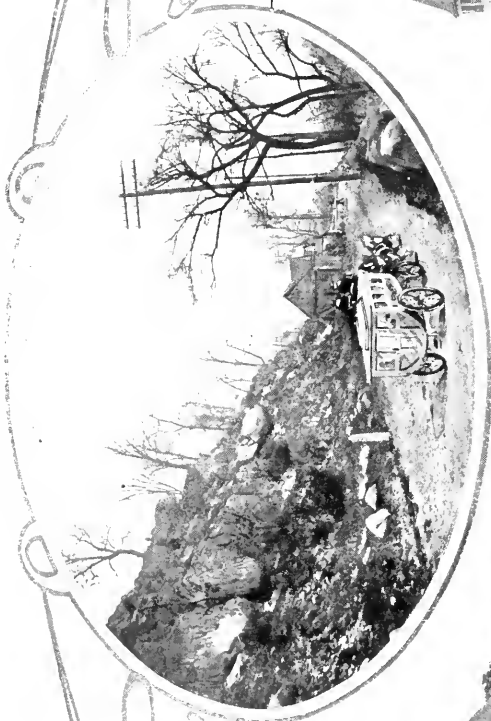
On February 10, 1843, old Bergen Township was again divided in half, when all that part lying north of what is now the Pennsylvania Railroad cut and Snake Hill, was set off from it and named the Township of North Bergen. This latter township, the same as old Bergen, has from time to time been despoiled of its territory for cities and towns, until to-day it consists chiefly of swamps and cemeteries. The breaking up of the Township of North Bergen began when Hoboken seceded by becoming the Township of Hoboken on March 1, 1849, and being incorporated as a city in 1855; then came Hurlson City, which was set off from North Bergen on March 4, 1852, and then Weehawken parted company from Hoboken March 15, 1859. The Town of Guttenberg also become incorporated in 1859, then came the Township of West Hoboken and the Township of Union (now West New York), which adopted a government of their own on February 28, 1861; then the Town of Union (Union Hill) divorced itself from the Township of Union (West New York) on March 24, 1864.

It is perhaps proper to say a few words here in regards the name "Hoboken," although our town is only 43 years old. The name West Hoboken is perhaps 100 years old, because all the land between South street, Jersey City, and the Hackensack Plankroad was known by that name in the latter part of the eighteenth century. It has been said by many writers that "Hoboken" is a Dutch name, but Chas. Winfield, in his "Monograph of Hoboken," has the following to say on this much discussed subject:—

"In the first deed from the Indians conveying this property to the Council of New Netherland the name was spelled Hopoghan, Hackingh meaning "Hopokhan" smoking pipe, and "Hackingh" the land, which would infer that the Indian name of Hoboken, was the land of the smoking pipe. This is all the more true because at Castle Point there was a certain kind of stone from which the Indians made pipes. The name was also used by the Indians in a symbolic sense to express crookedness, and may have been used in reference to the shore of the river, which, at that time, was very irregular at Hoboken.

Considering these facts it is nonsense to believe that Hoboken is a Dutch word, even if there is a town in Holland by that name, it is not to be expected that the Indians knew of that city and copied its name for their land, because it was called by that name by them before the advent of the white man in

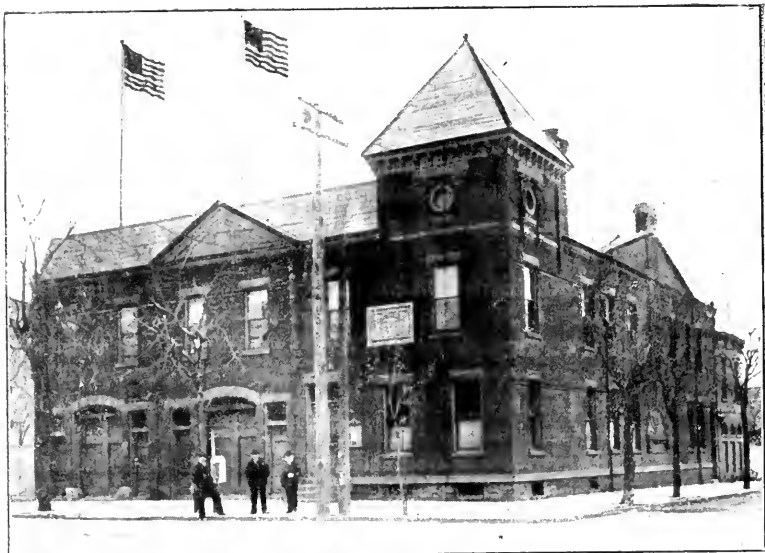
HACKENSACK TURNPIKE, 1850.



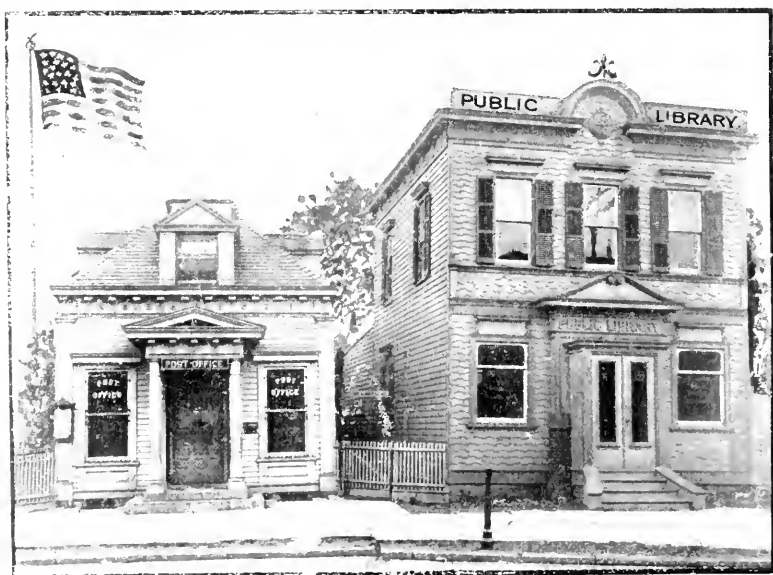
HUDSON BOULEVARD.

this country. The name is Indian and nothing else. "Hopoghan Hackingh," the land of the smoking pipe, or symbolically, "the land of crookedness."





TOWN HALL, CLINTON AVENUE AND CHARLES STREET



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CHAPTER II.

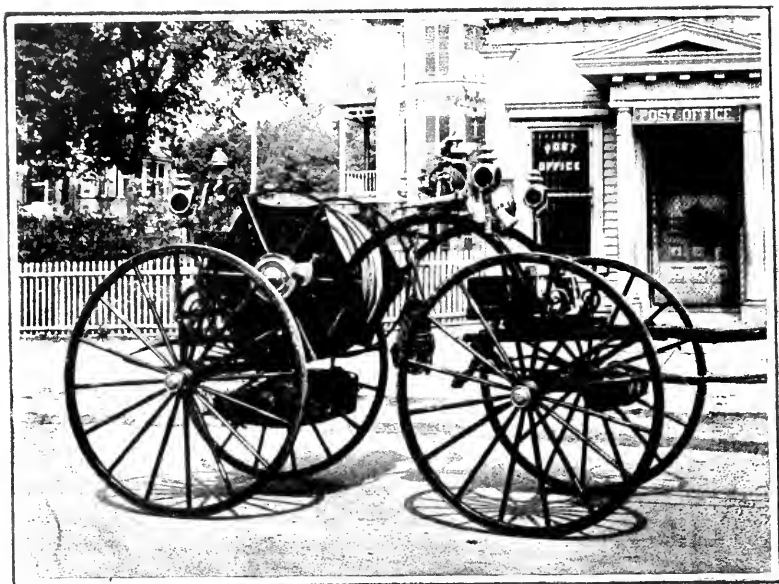
West Hoboken In Its Early History.

Our town was, as may be supposed, in its infancy, composed mostly of farms, and what part of it was not farms was thick woods, mostly of cedar trees. Some of the owners of these old farms, and their descendents, still live here to-day, among whom may be mentioned the Kerrigan's, De Mott's, Van Vorst's, Sym's, Ludlows, Maskers, Rosenoms, Traphagens, Dubois, Bonns, and my own ancestors, the Dreschers. All of the above owned large tracts of land in the early 60's, and some of these places were only recently cut up into building lots.

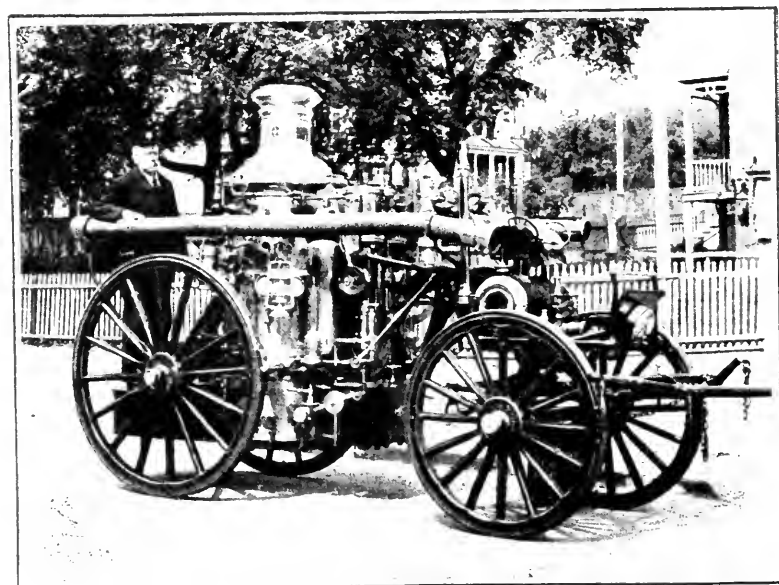
At the time the town was incorporated it was a small village of 1,500 inhabitants, the only part which, in any way, resembled a village, was in the lower end in the vicinity of Paterson avenue. In the northern end of the town in the vicinity of the car depot, there were also a few houses grouped together, but the center of population was in the neighborhood of Paterson and Clinton avenues, people living in other parts of the township wishing to acquaint others of the fact that they were going in that direction, would inform them that they were going to "the village."

One of the first houses built in the vicinity of the car stables still stands there to-day, and is occupied by Baker Langel. This house was erected by a man named Morris, who, on account of being minus the sight of one eye, was nick-named "one eyed Morris." One day as he was doing some work in his garden, he suddenly turned his head around, and in doing so thrust a branch of a tree in his good eye and thereby became blind.

Another old land mark in this part of the town is the house which stands on the south side of Angelique street, and is the first building east of Summit avenue. It was built by my grandfather in 1843, and previously stood where Leuly's house now stands, having been moved to its present site, when the Leuly's purchased the Florist business from Mr. Drescher. Although this old building is sixty years old, it is still in good condition and serves as a comparison as to the methods employed in those days in house building and those in vogue to-day.



HOSE CARRIAGE, NEPTUNE ENGINE CO. 1.



STEAMER, NEPTUNE ENGINE CO. 1.

Still another old building is the one which is used as a stable and store house by Grocer Thomas Hopkins. This old building once stood on the corner of Paterson avenue and Clinton avenue, and was used as a school, church and tavern at different times. It was moved to its present site when Mr. Hopkins erected the present building.

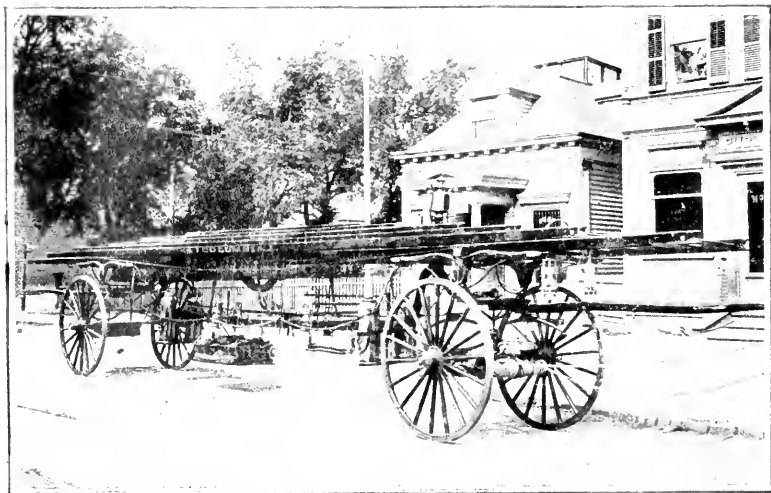
Another old establishment is Cox's feed store on Hackensack Plankroad, near the Boulevard. The present building is 32 years old, but previous to the erection of this building, Cox kept a store on the corner, which was a starting place for all the travelers hercabouts, when a native of this town, living within a half-mile of Cox's corner, would give the direction of reaching his home to strangers, would invariably say:—"I live fifteen minutes north or south, east or west of Cox's corner." There were only two roads leading from this corner, one, the old Weavertown road (now Boulevard), running north and south, and the other the Hackensack Plankroad, running east and west, consequently the direction as above given, would suffice. The store spoken of above was kept by Mr. Geo. Cox (the present owner's father), who purchased the building from Mr. A. Ross, and started his grocery store in the year 1837, 66 years ago, and I do not think there is another place in North Hudson where the same business has been carried on by one family for so many years.

I have an old business card of my grandfather's, printed about 1855, and besides giving his name and that he conducted a florist business, it states his place is fifteen minutes south of Cox's corner.

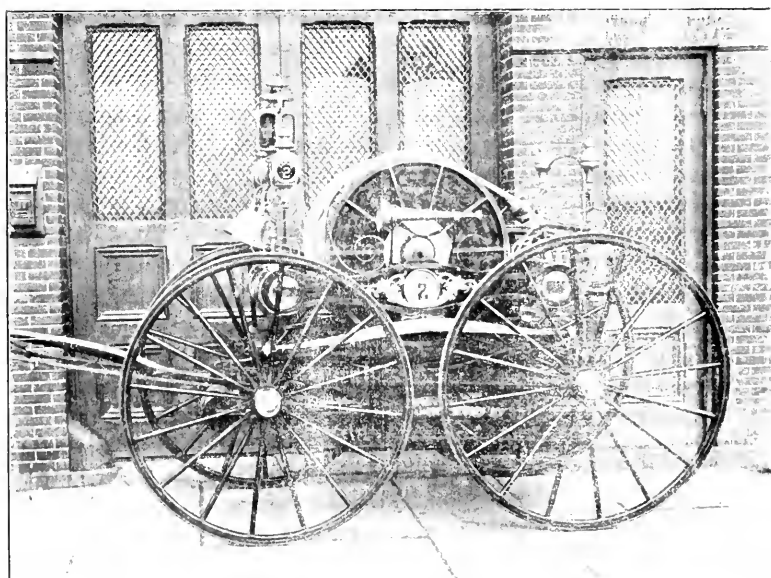
As to places of amusement they were few and far between. There is one old house which still stands on the northwest corner of Hackensack Plankroad and Palisade avenue (Union Hill side), which, if it could but speak, would tell some jolly tales of the many happy hours spent beneath its hospitable roof by the beaux and belles of those days.

This place was kept by a man named Buck, and was known as "Buck's corner."

It was here that most of the balls and parties were held, and many a cock fight, one of the prevailing sports of those days, was held in this place, and it was also a stopping place or station for the stages that ran to Hoboken at that time. There are some old citizens still living here to-day in whose ears still ring the blast of the stage bugle as it came winding its way up the old high road.



COLUMBIA H. & L CO 1



HOSE CARRIAGE. EMPIRE ENGINE CO 1.

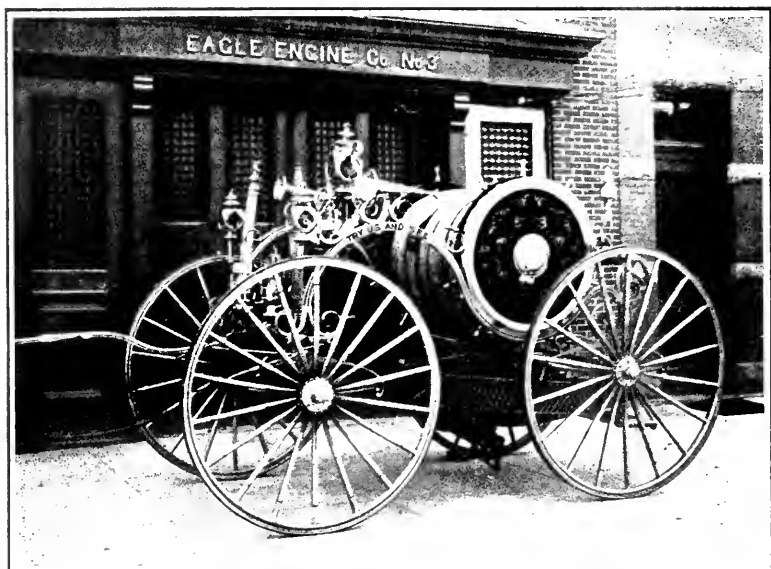
If you at any time pass this old place look at it as it is to-day, and picture to yourself the change old Father Time has made in it, and its surroundings.

The land in the vicinity of the car stables was wet and swampy. There were no streets here previous to 1860, and a board walk was built which ran from a point about where the present Ann street intersects Spring street to Buck's corner, and served as a short cut for people wishing to visit the old tavern.

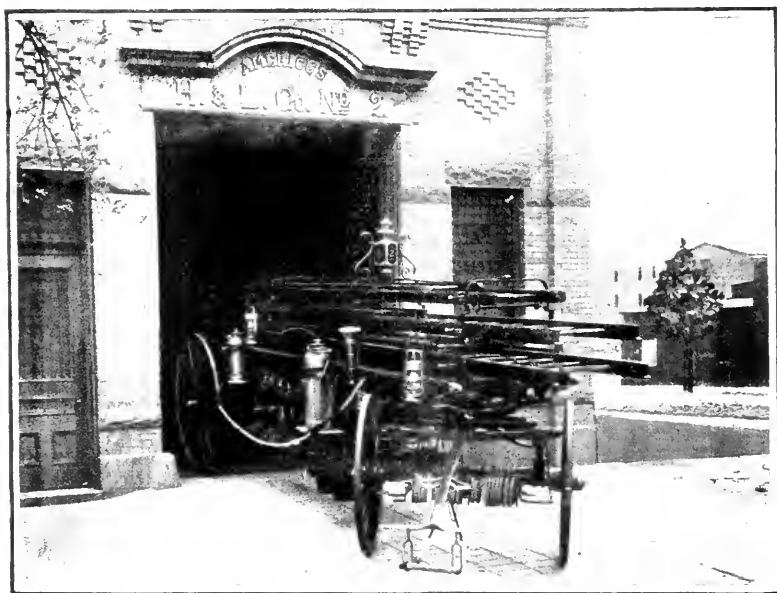
In the middle of the township there was a beautiful piece of woodland, known by the name of Sym's woods. This tract was bounded on the east by the present line of Spring street, on the south about 100 feet south of Sym's street, on the west about 100 feet east of Central avenue, and on the north by John street. A fine spring was situated in this wood, which supplied most of the inhabitants of the neighborhood with the finest of drinking water.

In this old wood most all the picnics of those days were held. Even the people of Hoboken would journey up the hill side to this wood to hold their picnics. We find in the minutes of the town council of June, 1871, a motion to "allow the trustees privilege to maintain a bar for the sale of malt liquors said bar to be in the woods." This was Sym's woods and the picnic was in aid of the Widows' and Orphans' fund of the fire department. The gate leading to this wood was situated exactly on the present site of Dusanek's saloon on Spring street.





HOSE CARRIAGE, EAGLE ENGINE CO. 3.



AMERICUS H. & L. CO 2.

CHAPTER III.

Streets and Improvements.

In the days above mentioned there were no streets running north and south through the town, except the Weavertown road (now Boulevard), until 1870, when Palisade avenue was opened, then there was so little traffic that this street became a sort of lane, and in wet weather it was axel deep in mud, and could not be used at all.

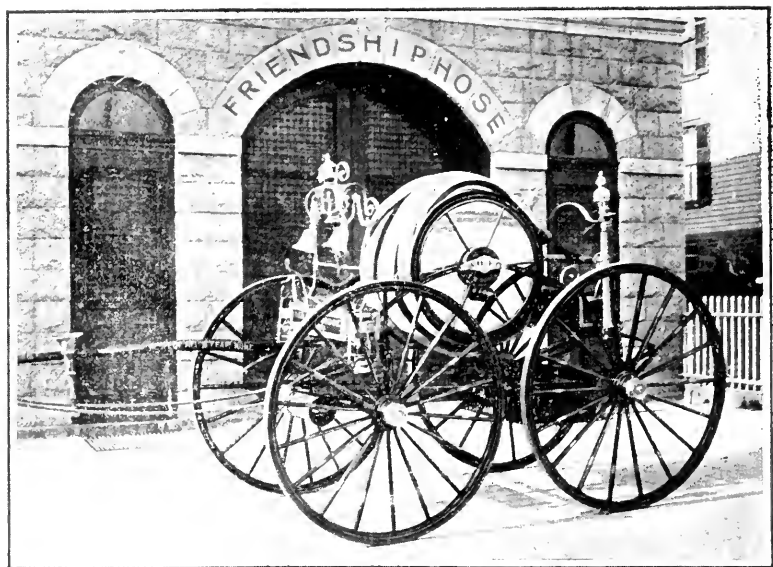
Imagine to yourself the looks of this place when I say that even as late as 1882 there were no side streets from Stevens street north to Angelique street, and no avenues except the two aforesaid.

This whole section was composed of a few homesteads, which were all west of the present line of Spring street. East of Spring street, this section boasted of two little huts that reminded you of some rancher's huts, surrounded as they were with vast plains, on which silently grazed the cattle of all the dairy-men of this section.

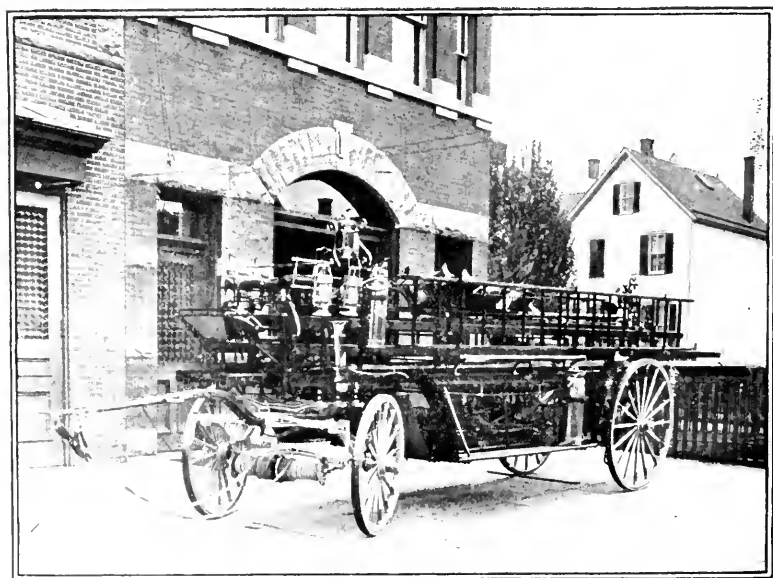
All this land was owned by the Hoboken Land and Improvement Company and was known as the "commons." It was on these "commons" that the U. S. Government in 1861 maintained a camp for their soldiers.

When the car stables were erected the Railroad Company leased part of the commons from the owners, fenced it in, and used it for pasturage for their horses. The lake in our town park recently filled up, was in the corner of this pasture and served as a drinking place for the horses. Part of this tract (east of Clinton avenue) was still used for this purpose twelve years ago.

Spring street was opened in 1882, and the land from Oak street to Angelique street, was so low and swampy that the new street was raised 10 feet above the surrounding land, until it intersected Angelique street, when it again reached the level. None of the side streets in this district were opened previous to 1888, and then only a few, most of them having been laid out during the last ten years. All these streets had to be filled in and raised from 5 to 10 feet, and this filling was mostly all taken from the "commons," which, east of Clinton avenue, were very high and hilly.



HOSE CARRIAGE. FRIENDSHIP HOSE CO 1.



PROTECTION H. & L CO 3.

Clinton avenue was opened about five years after Spring street, and previously to its being graded, it consisted of a high embankment placed there by the Railroad Company for its cars. It was only wide enough to accommodate one line of tracks, and could not be used for any other purpose.

From West street, west to Summit avenue, and from Oak street, north to Jane street, there was a large piece of woodland which was only cleared off and opened up in the spring of 1890. It was known by the name of "Drescher's Woods," and afforded the nimrods of these times many a happy hour as the place abounded with birds and rabbits. I have shot rabbits in these woods in 1890, a few months before it was cleared off.

The people who live in this district now, who have moved here from other places, know very little of the looks of this place a few years ago, and as I walk through it to-day, I cannot make myself believe that it is the same old town, where in so short a time I picked wild flowers and hunted rabbits and birds in its beautiful fields and woods.

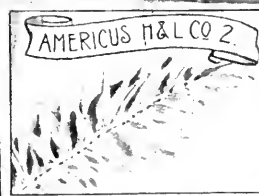
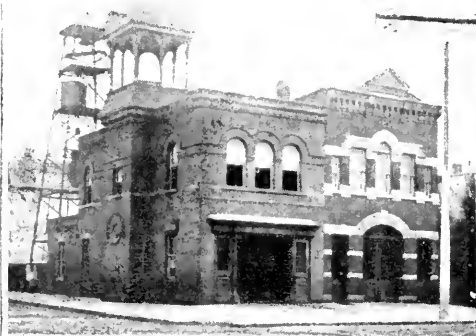
The credit for making this place what it is to-day, must be given to a man who (since deceased) has been slandered by many of the people who were his best friends while he was in the hey-day of his career as a business man and builder.

This man was Otto Schultz. When the Hoboken Land Improvement Company and the Drescher estate in 1890 began breaking up their properties in building lots, Schultz began building houses on the properties. He had the backing of the Improvement Company, and, through them, most of the Hoboken Banks. With one exception the first houses on Spring street between Angelique street and Highpoint avenue was built by him. This was the row between Dodd and Shippen streets. To give an idea of what Schultz did, let me say that he built by actual count, not including Schwartzbach's silk factory, and the Casino, one hundred and sixty-seven houses in the Third Ward of our town, and a great many of these are well built substantial three-story brick houses, as the stores on both sides of Spring street prove, most of which were built by him.

Considering this work is the reason why I give him space in these pages. Efforts like his should be encouraged and not allowed to pass by unnoticed. It was mainly through his efforts that we have so many street improvements in our town to-day, and if we had another Schultz it would be a blessing to us. After all this work Schultz died a poor man. He was robbed right and left by people whom he trusted, and in the end he was found dead one morning at the foot of Shippen street with a bullet in his brain. It was the old story of wealth and happi-



EMPIRE ENGINE CO. 2.



FRIENDSHIP HOSE, NO. 1



ness lost through business reverse, and the resort of a desponding man to the only relief from his misfortune and ill-luck: the revolver.

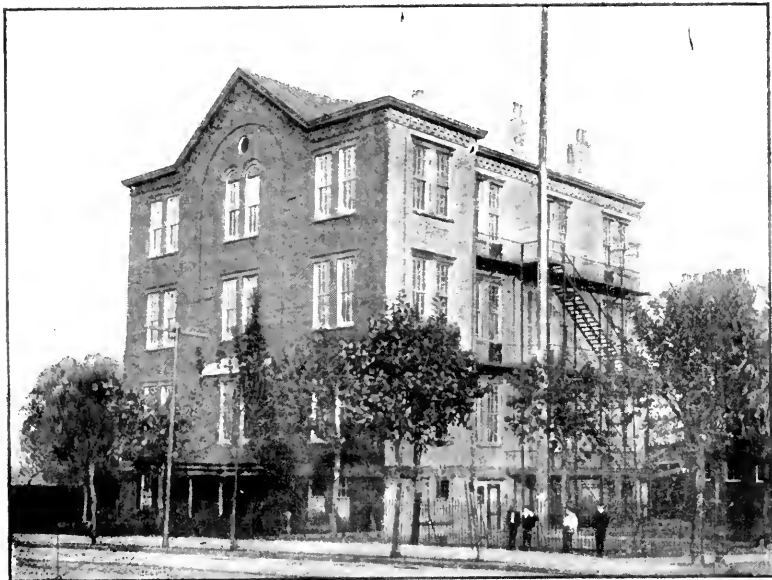
Let me say in behalf of Schultz that he was no coward, that he did not give up immediately, but on the contrary, strove hard to regain his lost fortune, but, as always happens in such cases, Schultz was down and his erstwhile friends were doing their best to keep him there. After his death, some people realizing what they had lost, spoke of erecting a monument to his memory, but this only ended in talk, and now the name "Schultz" is but a memory.

When Schultz began building in 1889-90, lots on Spring street sold for seven and eight hundred dollars, and in side streets as low as three hundred dollars.

Another man who has done much, and is still doing so, for our town, is our present worthy mayor, Mr. Geo. B. Bergkamp. Many a fine residence in the Second Ward of our town owes its existence to his energy as a builder and business man. Up to date he has erected more than sixty houses in the Second Ward.

The part of the town near the present car stables was since 1857 known by the name of Bonnsville. It took its name from John H. Bonn, who purchased the tract and cut it up in building lots. When the car stables were erected many of the employers purchased these lots and erected small homes on them so as to be near their work.





PUBLIC SCHOOL No 1. CLINTON AVENUE AND UNION STREET.



PUBLIC SCHOOL No 2. CENTRAL AVENUE AND SYMS STREET.

CHAPTER IV.

"Early Municipal Affairs."

The first members of the Township Committee of our town were Messrs. Sinclair, Cox and Aldcorn, three in all. Mr. W. Sinclair was the first chairman of the Township Committee, and Mr. John A. Freeland was the first Township Clerk. At that time the treasurer was elected from among the members of the Township Committee, and the first person elected to that position was Mr. Sinclair. The office of assessor and collector was combined in one, and Mr. Andrew Anderson was the first incumbent.

Mr. Anderson held the office for twenty-three years, and no person in our town has yet equalled his record as to the length of time in office.

The first meeting place of the Township Committee was in the office of Mr. John Hague, and after a while meetings were held at the houses of different citizens, but most of the meetings were held at Mrs. C. H. Piebes hotel, which was the old hotel on the Hillside road and Palisade avenue recently burnt down.

In 1868 the township erected a town hall on Palisade avenue, near High street. After a while they moved this building to Charles street, where it remained until 1888, when the present town hall was erected. The old building was purchased by Chas. E. Galbraith, who moved it to Clinton avenue, and uses it to this day as a real estate office.

The office of recorder was not created until the year 1875. Previous to this time the Justices of the Peace tried most of the cases. There were no policemen in those days, and on holidays and other extraordinary occasions, the Township Committee would engage the services of the constable to preserve the peace. After the office of recorder was created the first incumbent was Mr. W. E. Simms.

The offices of assessor and collector was separated in the year 1871, and our first assessor was Mr. Herman Brusing.

At the time of the incorporation of the township, the post office was situated on Paterson avenue, in a grocery store kept by John Freeland, who was also the postmaster.



PUBLIC SCHOOL No 3 SUMMIT AVENUE AND ELM STREET.



PUBLIC SCHOOL No 4 MALONE STREET.

Previous to the chartering of our town, the voting population were compelled to journey to one or the other of the following places to register their vote. To New Durham, the Five Corners in Jersey City, and sometimes to Seeley's hotel in North Bergen, there being no polling places nearer our town than the places above mentioned. When those in authority would designate the Five Corners as the polling place, it meant quite a journey to people living here, especially when you consider that in those days we had no rapid transit facilities whatever, and people had to walk or else go by horse and wagon.

It would be a pleasant sight to look upon to see some of our present citizens trudging their way to one of these voting places, more especially those who to-day need a coach to carry them a few blocks, to exercise one of the highest privileges accorded to the citizens of this Grand Republic, the right of suffrage.

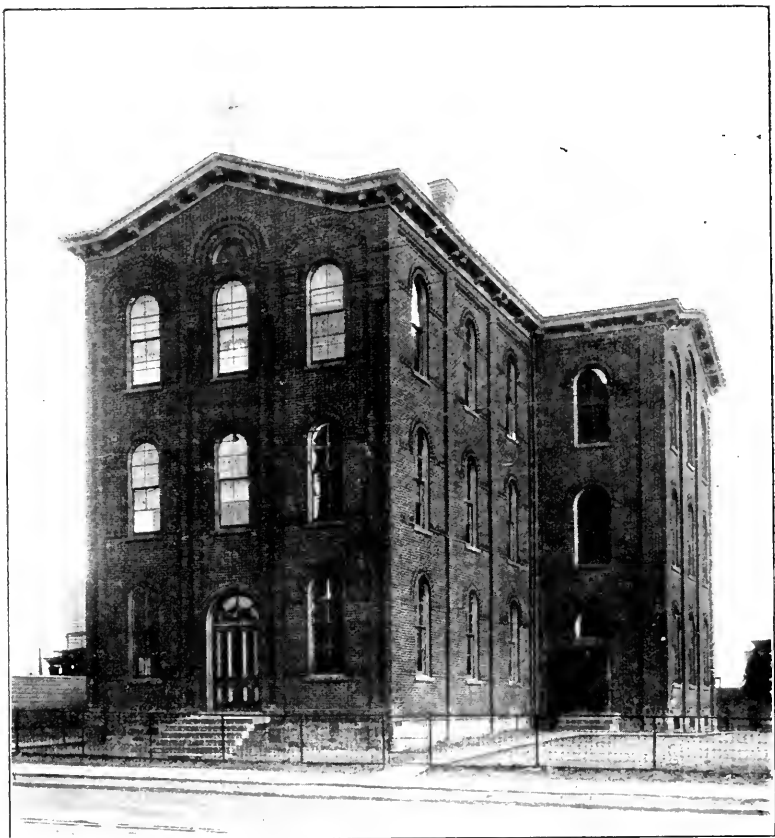
After the incorporation of the township the first polling place was established in Garry Van Vorst's hostelry on Paterson avenue, corner Clinton avenue, for spring elections, and the fall elections were held at Mrs. C. H. Piebe's hotel on Palisade avenue and the Hillside road.

The first street improvement made under the direction of the Township Committee was the grading of Washington street, which was done in the year 1868.

In the minutes of the Township Committee of April 25, 1870, I find a motion directing the street committee "to hire constables to remove the fences placed across Clinton avenue, below Paterson avenue," and on May 11, 1870, we find that "Mr. John Syms reported that a fine spring existed near Union street and Clinton avenue, and advised the placing of a public pump there." It is not recorded whether the Township Committee placed a pump here or not, but I might mention that a pump similar to the one suggested by Mr. Syms existed on Paterson avenue, where the people, who did not boast of a well of their own, were in the habit of procuring their supply of drinking water.

For the benefit of those people now living on Malone street, who only know that street as it exists to-day, let me state that on April 23, 1872, Mr. Herman Brusing informed the Township Committee that "the natural water course on Malone street was obstructed on account of a drove of cattle destroying its banks."

At this time another water course wended its way through the "commons" in a northeasterly direction, and passed on,



ST MICHAEL'S SCHOOL, CLINTON AVENUE AND HIGH STREET

down the Hillside, in the rear of Nienaber's hotel, in Weehawken, where, in stormy weather, it resembled a miniature Niagara. From here it flowed through Frost's farm, and emptied into the Hudson River. With the establishment of the sewer system in our town the brook became a thing of the past.

The first record of a township election in the minutes of the Township Committee appear under date of April, 1863, which must have been the third election. Following is the record of this election:—

"The annual meeting for township election took place at Neptune Engine House, and from there adjourned to Garret Van Vorsts on Paterson avenue. The Board of Elections consisted of Aaron K. Nafey, judge; C. A. Buckbee, A. Anderson, and W. Sinclair, clerk.

After adjournment and the counting of the votes, the following citizens were declared elected.

Township clerk—Wm. Sinclair.

Judge of Elections—John M. Gardner.

Assessor and collector—Andrew Anderson.

Chosen freeholder—John Hagne.

Surveyors of Highways—Andrew O'Keefe and Henry Wettig.

Commissioners of Appeals—Jacob Van Skiver and Joseph L. Picollo.

Overseer of Poor—Thos. Guinan.

Overseer of Highways—John P. Van Skiver.

Township Committee—Wm. Galbraith, Herman Stuckey and Jacob W. Freeland.

Constable—Jos. Everson and Thos. Brennan.

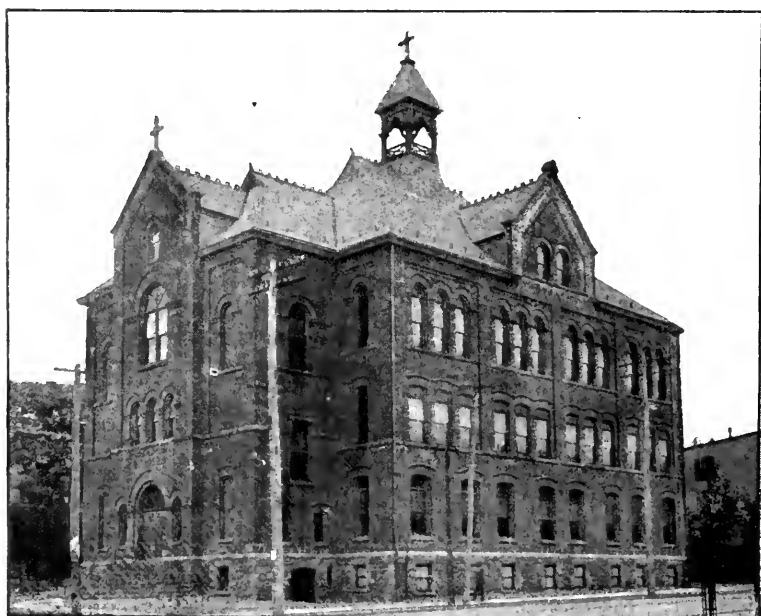
Appropriations—Schools, \$1,600; roads, \$1,400; fire department, \$100; bounty for volunteers, \$1,750; poor, \$300."

A comparison might be made in regards the appropriations made at the above election, and those that are required to maintain our town to-day, if you take away the \$1,750 bounty for volunteers, you will find that the total foots up \$3,400, which was all that was required to maintain every department of the township. It takes this amount at the present date to maintain our fire department.

In the year 1884 the township assumed the title of town, but retained the old charter, and in that year the following citizens were elected to the town committee:—Mr. Alfred De Bevoise (who was chairman of the committee); Thos. Nolan (who was also treasurer); B. Fitzgerald, Rich E. Galbraith and Fred. Engeln. Mr. L. A. Farr was elected town clerk. In this year a regular paid police force was established, with Mr. Fred Seiler in command as sergeant. The only incumbent on the present force who was then a member is Mr. William Ludlow, who was first appointed to do police duty in the township in 1870. The special officers of the latter date were paid by the piecework system, receiving 15 cents for each hours work. In addition to this they received 75 cents for making an arrest; 50 cents for attending court; \$1.48 for conveying a prisoner to Snake Hill (to which place they invariably had to walk), and \$1.25 for lodging a prisoner in the County Jail.



ST. MARY'S HALL, 1851.



ST. MICHAEL'S LYCEUM, CLINTON AVENUE AND HIGH STREET.

CHAPTER V.

Schools.

The cradle of the present magnificent school system was a little frame house which, in the year 1845, was situated on Hoboken street, near Spring. Over this school presided a teacher by the name of Kelly, who was also the principal.

A few years after this another school was established on Ann street, and this school was in charge of a teacher named Kroh. Both of these schools were small one-story frame structures, containing one large room. About thirty children attended each, and previous to their establishment, scholars were com-

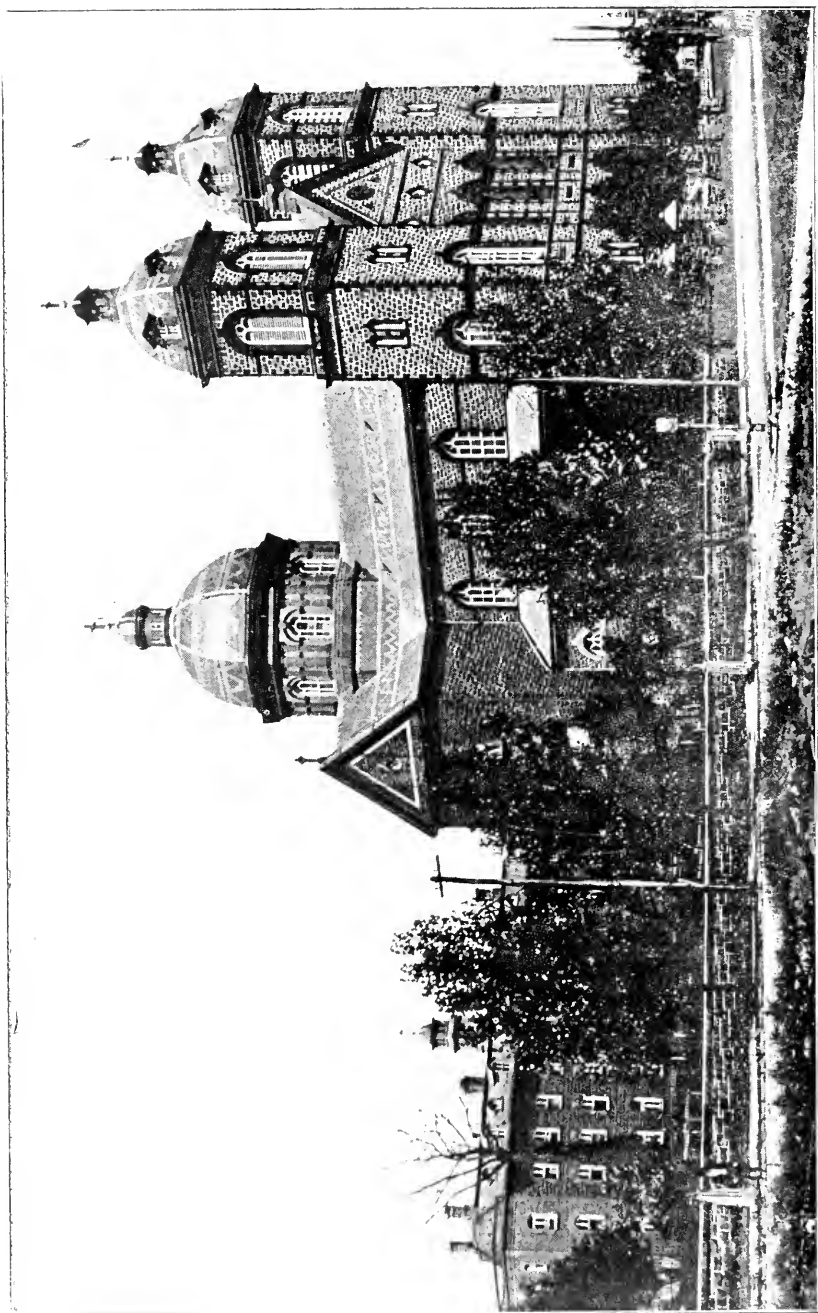


elled to journey to New Durham and to Hoboken, to receive an education. I am told by old timers that New Durham is one of the oldest school districts in this vicinity.

These schools were semi-public, the tuition was free, but all books, etc., had to be furnished by the parents of the scholars. Many a time pupils would be interrupted in their studies with a command to go and out and cut some wood to keep the fire going. Imagine a state of affairs like that existing to-day, and yet the system of education must have been good, else how do you account for the many learned men of to-day who received their primary education in schools like these.

About April, 1856, there was another school situated at the corner of Paterson avenue and Spring street. The principal of this school was Mr. Andrew Carter, and he had an assistant teacher also, a Mrs. Parker.

When the township became incorporated in 1861, an act passed the Legislature forming a new school district, viz.: West Hoboken. The school laws of that time provided for a superintendent of schools elected by the people of each district, and the Rev. Jas. C. Egbert became the first superintendent.



SOUTH VIEW OF MONASTERY AND CHURCH

Besides the school presided over by Mr. Carter, there was now another school, situated on the Hackensack Plankroad, near the site of the Reformed Church. This building was owned by the late Chas. Statley and was previously used by him as a stable. It accommodated about forty pupils, and there were, all told, in both schools, one male and three female teachers, and these were the first public schools of our town.

In 1863, the Rev. C. A. Buckbee became the town superintendent, and the enrollment at this time was about 200.

In 1864, Thos. Keynton became superintendent, and the township now had a population of nearly 2,500, and the expenses for maintaining the schools in this year was \$1,366.44.

In 1865 the sum of \$1,200 was voted for a new school site, and an act passed the Legislature of that year authorizing the issue of \$20,000 in bonds for the erection of a new school building. On August 24, 1866, the site of the present No. 1 school was purchased for \$1,350, and on September 27, of the same year, Trustee James Aitkens was appointed a committee of one to procure plans for a new building. After reporting on same, the board took steps to erect the present school, which was completed in 1867, at a cost of \$32,762.56.

The citizens of the town were delighted with their new school, which at that time was considered one of the finest buildings of its kind in the county.

Considering the old barns and shanties which had been in use previous to the building of the new school, it is no wonder that the people were delighted, and as for the scholars, they must have thought they were entering a palace.

The first principal of this school was Mr. John Keynton, who received a salary of \$1,000. The first teachers in addition to Mr. Keynton were as follows:—

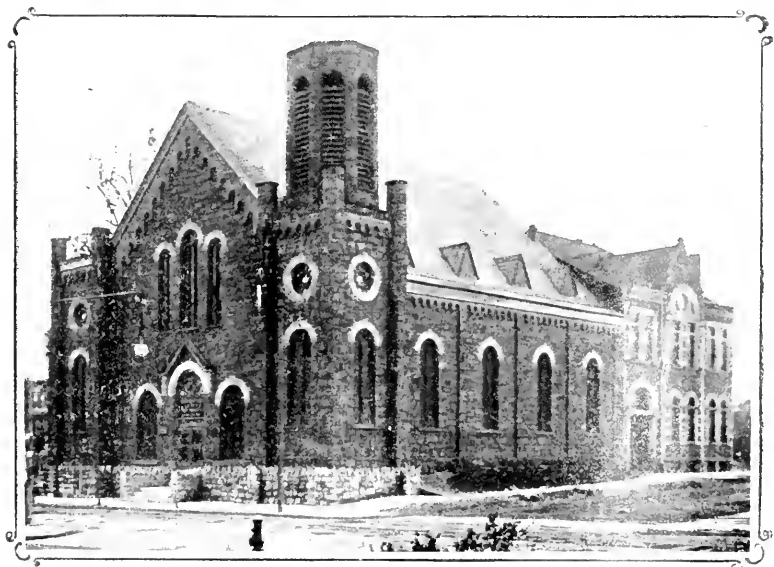
Mr. Chas. T. Scheck, Miss M. E. Tyson, Miss H. E. Eddy, Miss M. Vacqueray, Miss C. L. Brown, Miss A. E. Benedict, Miss I. A. Brockway, Miss M. S. Brown, and Garret Spear, janitor. The only one of the above teachers now teaching in our schools is Miss I. A. Brockway.

In the year 1868 the Legislature abolished the office of Town Superintendent, and created in its stead that of County Superintendent, and Mr. W. L. Dickinson became the first incumbent of the latter office.

The new school had a seating capacity of 708. It answered its purpose until the year 1887, just twenty years after its erection. In that year Geo. Muendel, then clerk of the Board of Education, in making his annual report, drew the attention of



FIRST REFORMED CHURCH. HACKENSACK PLANKROAD.



FIRST BAPTIST CHURCH, CLINTON AVENUE AND SERRELL STREET.

the citizens to the fact that there were over one thousand scholars enrolled, and an average daily attendance of 900. Mr. Muemdel went on to state that a new school would have to be procured or else some classes would have to be put on half-day sessions.

This resulted in the authorities making an effort to provide more room, and during the year 1888-89, a building on Sym's street, between Spring and West streets, was hired and used as an annex. The opening of this annex somewhat relieved the crowded condition of No. 1 school, but this did not last long, because it was just about this time that the northern end of the town began to build up fast, and in a short time the old school again became crowded beyond its seating capacity. To again relieve the old school the board, on February 24, 1891, opened another annex on Clinton avenue, near Angelique street. This building consists of two three-story brick houses. It was owned by the Hoboken Land Improvement Company and was built by the lamented Schultz. The building is now occupied by families.

Over this annex Miss M. Contessa presided as principal, and there were five lady teachers, who taught as many classes.

Our town was now growing so fast that it became a standing puzzle for the Board of Education how to keep pace with the times and the rapidly growing host of little ones who were entrusted to their care.

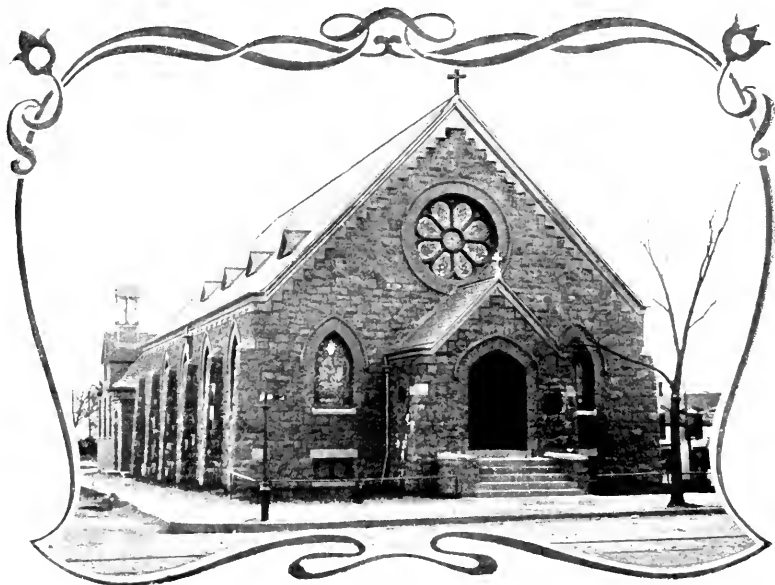
A few years after being opened, both the annexes and the old school were again overcrowded, and it was plainly seen that nothing but the erection of a new and modern school building would suffice, and after due consideration it was decided to request each of the two political bodies to place upon their tickets at the spring election an appropriation for a new school (which, at that time, was the manner in which funds were raised for erecting municipal buildings.) The people at the following election endorsed the plan by a large majority, and the result was the building, in 1894, of School No. 2, on Central avenue and Sym's street, at a cost of \$45,000.

Even this school in a short time became overcrowded, and two years later, in 1896, No. 3 school was erected, and four years after this, in 1900, No. 4 school was built.

It can be seen from this what strides our town must have made in population. In six years we had to erect three large up-to-date schools to accommodate the scholars, and it is only a few years since our last school was erected, and it is very evident that another will soon have to be built. Mr. John Keyn-



ST. ANTHONY'S ITALIAN CATHOLIC CHURCH, MORRIS STREET.



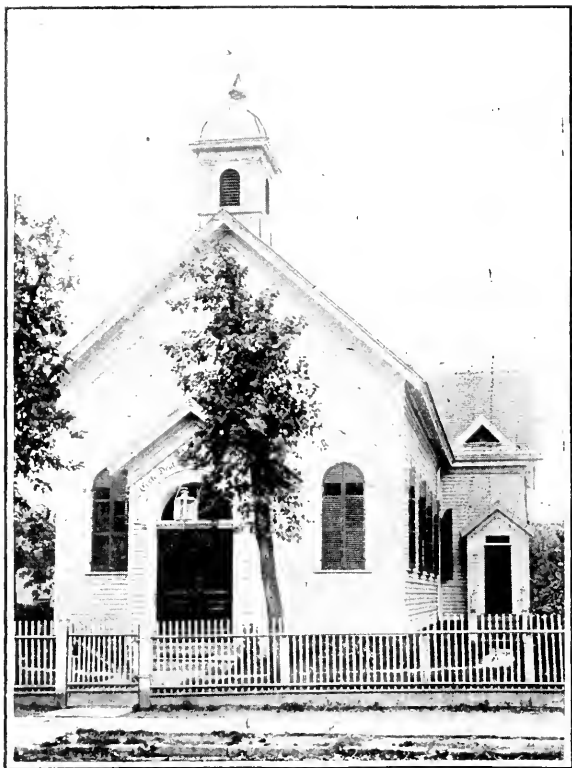
ST. JOHN'S EPISCOPAL CHURCH, PALISADE AVENUE AND CHARLES STREET.

ton severed his connection with the schools in the year 1883, and Mr. E. M. Allen was appointed to succeed him; he only held the place a few months, when the present efficient and painstaking official, Mr. Robert Waters, was made principal in 1884, and it is largely due to his untiring work and ceaseless efforts that the present high standard of West Hoboken's public schools is maintained.

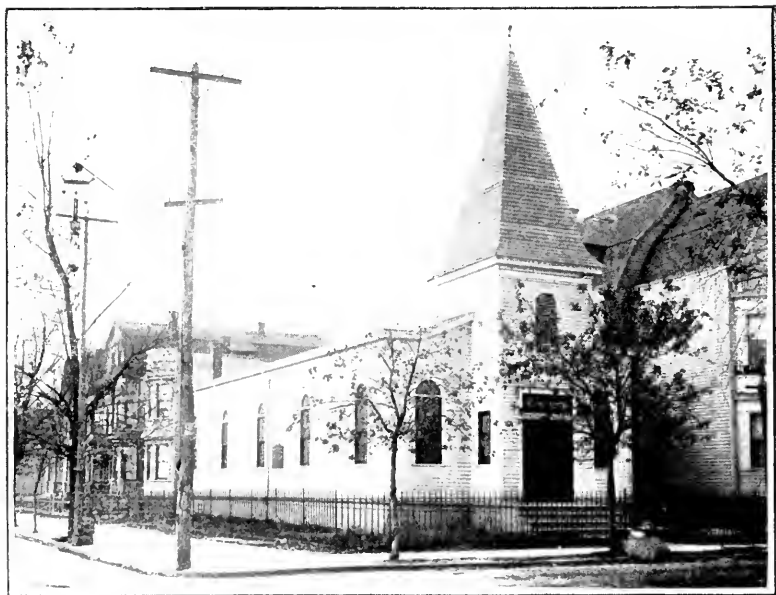
There is connected with our schools an excellent library, which is maintained principally by the scholars themselves, who, under the direction of their teachers, at various times give entertainments, the proceeds of which are placed to the credit of the library fund, as are also the proceeds of the annual picnic and the closing exercises. The library now contains 3,305 volumes.

To conduct our schools at the present day we have one superintendent, Mr. Robt. Waters, and the following principals: In No. 1 school,—Miss Carrie Reinhardt is principal of the primary department, and Mr. E. J. Tomlinson over the grammar department. In No. 2 Miss Maria Hillas is principal; in No. 3 Miss Maria Contessa, and in No. 4 Miss Sarah Gillmore is primary principal, and Mr. Waters presides over the grammar department. In all we have 83 teaches and the total cost for maintaining these schools in this year is \$65,000.





GERMAN BAPTIST CHURCH, COURTLANDT STREET.



UNITED PRESBYTERIAN CHURCH, PALISADE AVENUE AND OAK STREET.

CHAPTER VI.

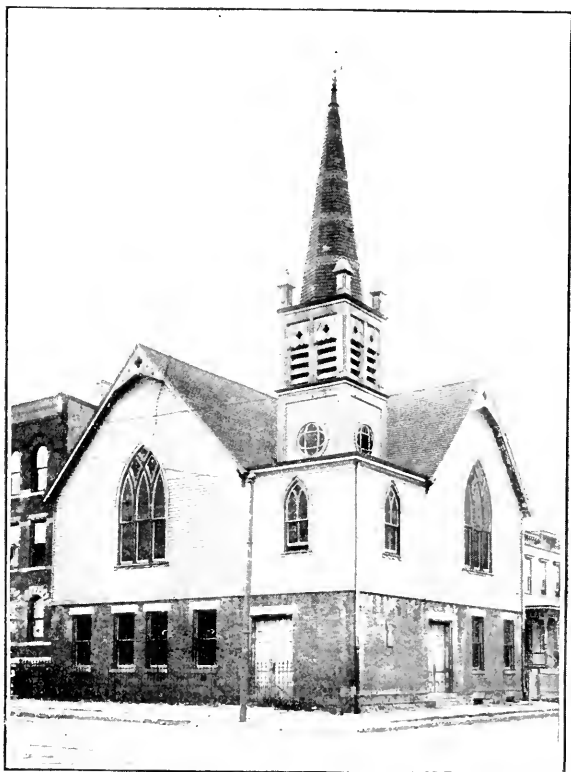
Transit Facilities.

Previous to the year 1846 there was no way of reaching the ferries or any other point, except by private conveyance or by walking.

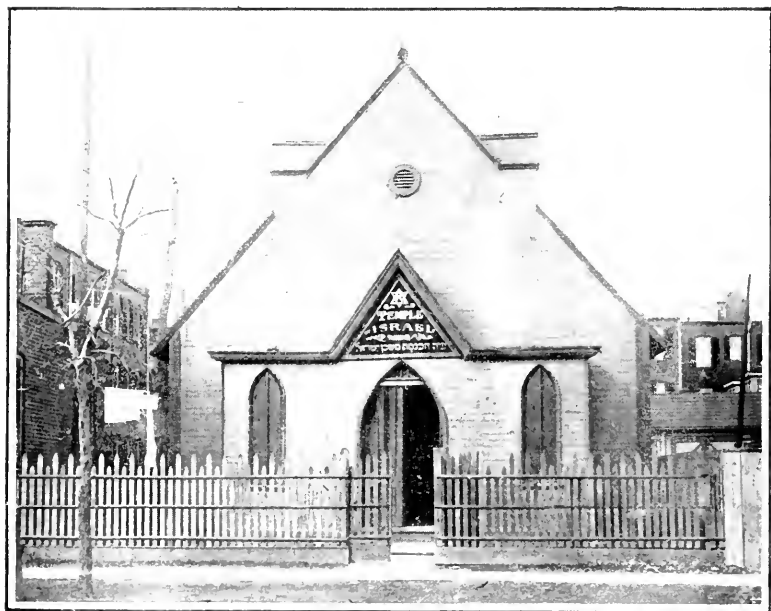
In that year a Mr. Saltzman began running stages from Demott street and Clinton avenue, to the Hoboken ferry, going down the Paterson Plankroad, Jersey City. This road changed hands twice, first to Capt. Rawson and then to a Mr. Husted. The stages had no regular schedule as to running time, but would leave at the driver's convenience. The fare to the ferry was one shilling (currency of that time.) This line subsequently drifted from the last named owners to Peter Meehler, and from him to Nicholas Goelz. When Goelz got control of the line he changed its starting place and route from West Hoboken to Union Hill, using the Hackensack Plankroad as the route to the ferry. This was in 1859. He erected his stables on Bergenline avenue and Franklin street, in the latter town. About this time a line of horse cars ran from the ferry to Congress street in Jersey City.

In 1863 the Barns of Nicholas Goelz were struck by lightning and burnt down, and before re-building same he consolidated with the Jersey City Company, whose cars were running in the latter city and Hoboken.

After the consolidation the company, in 1865, erected the car depot on Spring street, and a steam dummy was installed on the Palisade avenue line in Jersey City. This road was then extended up into West Hoboken, running as far as the Hillside road. In 1871 the tracks were extended to the car stables and the use of the dummy was discontinued, and the first horse car was run through our town. This road, since that time, has repeatedly changed hands, and all of us are acquainted with the facts concerning the passing of the old horse cars and the substitution of the more up-to-date trolley car.



GERMAN METHODIST CHURCH, CLINTON AVENUE AND OAK STREET.



TEMPLE ISRAEL, CLINTON AVENUE.

CHAPTER VII.

Oil, Gas and Electric Street Lights.

Before the year 1872, the stores and residences of this town were illuminated only by the use of kerosene lamps, and as for street lights that was left to the moon and stars, if they chose to shine, and if they didn't the streets were in darkness.

In the latter year the Township Committee entered into an agreement with the Hudson County Gas Company, whereby that Company was given permission to lay gas mains in the several streets.

The township contracted with them to light the streets, and at first had 17 gas lamps in use, the township and Gas Company each paying half the salary of the gas lighter, who was Mr. John Everson. He held this place until 1874, when Mr. Charles Hall procured the position. By this time 200 oil lamps had been added, and 13 more gas lamps. Mr. Hall held the contract for caring for these lamps until 1875, when Messrs. Collins and Everson got the contract, and they were the official caretakers of the street lamps until 1890, and at this time there were 596 gas lamps in use and no oil lamps.

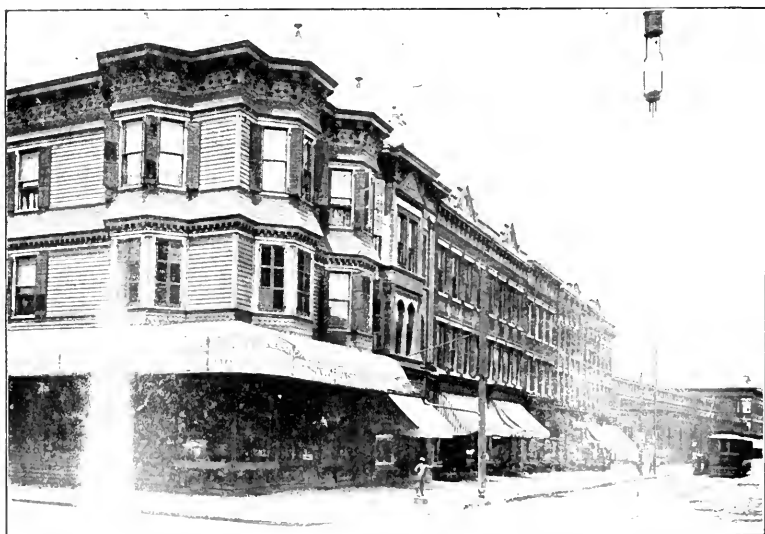
An amusing incident in connection with this contract for street lighting was a clause which prohibited the lighting of the lamps on nights when the moon was supposed to shine. It didn't matter if it was stormy on these nights, or if old Luna was obscured by the clouds, as long as the almanac stated that it would be moonlight the lights were not lit, and at these times the streets were in total darkness.

In the year 1890, the town council contracted with the Hudson Electric Light Company for 15 arc lights. These were placed on Clinton avenue from Stevens street south, and on Spring street from Stevens street north.

After the installation of these electric lights the council gradually added more until all the gas and oil lamps were done away with, and to-day I do not think I exaggerate when I say that there is no municipality in the State that can lay claim to being better lighted than our town. With very few exceptions every street corner is adorned with an electric light.



SWISS CHURCH. WEST STREET NEAR DODD



NORTH-VEST CORNER SPRING AND DODD STREETS.

CHAPTER VIII.

Municipal Water.

The town in its infancy, like all country places, depended entirely on the various wells and cisterns for its drinking water, and, as stated in another part of this history, there were public pumps and cisterns in various parts of the town.

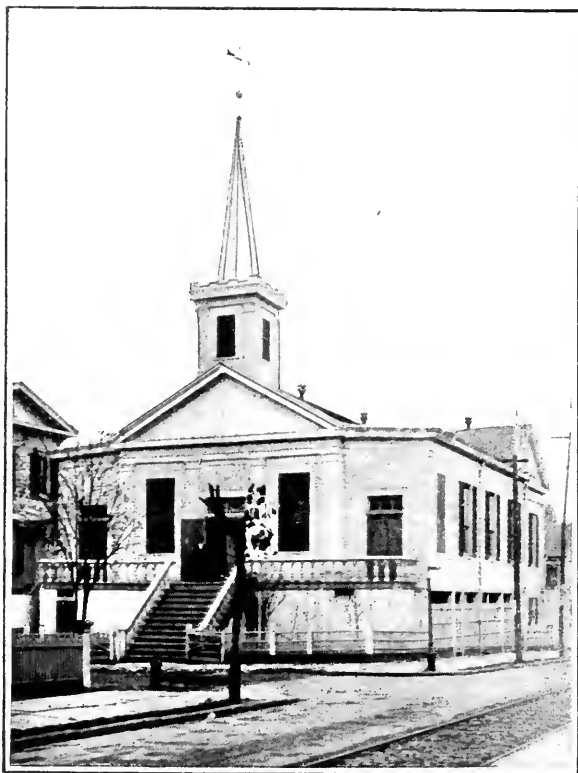
In the spring of 1883, the Hackensack Water Company (having first entered into an agreement with the town council), began laying mains through Palisade avenue, Clinton avenue, Spring street and the Weavertown road.

The water was turned on for domestic and fire service on September 14, 1883, and this was an occasion of great rejoicing by the citizens, a feature of which was a grand parade, in which nearly every fire company in North Hudson took part.

The supply of water was furnished from the water tower in Weehawken until the year 1901, but, as the consumption of water increased so rapidly, it became necessary to furnish a large storage, which resulted in the building of a reservoir at Edgewater Heights, with a capacity of 18,000,000 gallons, from which our town is at present supplied.

This reservoir is located at an elevation of 319 feet above the Hudson River, which is 18 feet higher than the top of the tower at Weehawken.

Since the water supply was first introduced many extensions of the system have been made in the new streets that have been opened, in order to provide for the rapidly growing population, until, at the present time, there are 21 miles of mains laid out, and 190 fire hydrants connected with the system.



1ST PRESBYTERIAN CHURCH, CLINTON AVENUE AND HAGUE STREET



CLINTON AVENUE, BETWEEN MONASTARY AND STEVEN STREETS.



CHAPTER IX.

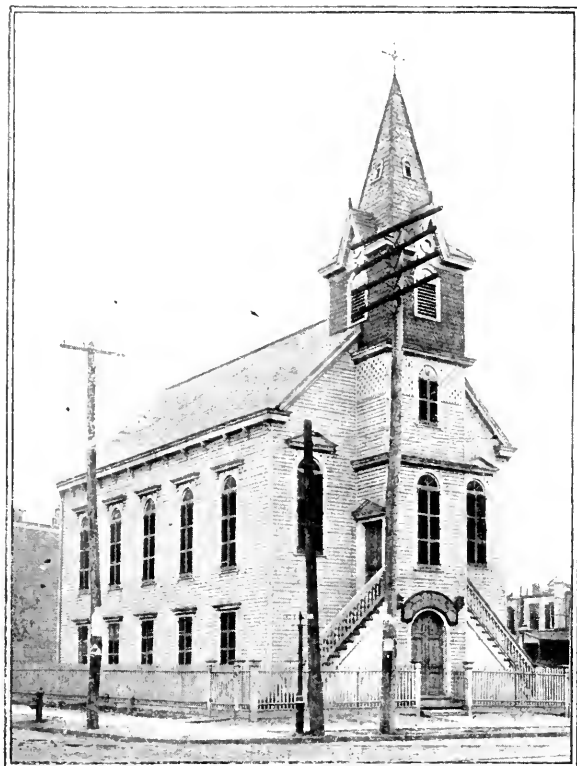
Public Library.

The Free Public Library went into active operation on June 1, 1898, issuing books on Tuesday and Thursday evenings of each week.

The first Board of Library Trustees consisted of Messrs. Lucien P. Druck, chairman; Paul Konert, clerk; Louis A. Menegaux, Henry O. Steinhoff and John Lane, with Mrs. A. Parker, librarian. The board organized in No. 1 school, and on December 1, 1898, leased its present quarters, 327 Clinton avenue. Only the upper floor of this building was used at first, the board subsequently acquiring possession of the entire building.

The library began its existence with 1,500 volumes, and to-day there are 3,902 volumes on the shelves, and there are enrolled as members 1,908 male and female citizens, and during the last year (1902), 20,584 books were issued.

That great philanthropist, Mr. Andrew Carnegie, has recently notified the library trustees that he is ready to donate \$25,000 for a new library building. The authorities have complied with the terms of his generous offer and have recently purchased the necessary ground on High street for the erection of the building, which, I suppose, will be erected and in operation by the time this history is given to the public.



ST. MATTHEW'S LUTHERAN CHURCH, CLINTON AND HIGHPOINT AVENUES.



WAGON ELEVATOR, WEEHAWKEN TO WEST HOBOKEN.

CHAPTER X.

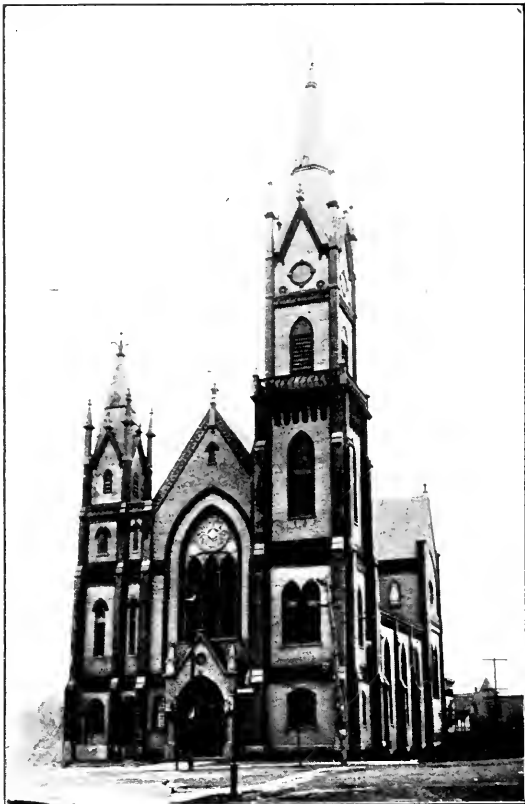
The Vote to Consolidate with Jersey City.

It is perhaps proper to mention that some time in the year 1868, a grand scheme originated in the fertile brains of some of the wise men of Jersey City, whereby a bill was prepared and introduced in the Legislature, which provided for the holding of an election in this county, at which the voters were to determine whether or not the county would be consolidated into one city, and under the corporate name of Jersey City. The latter city being deep in debt had her greedy eyes on the rest of the county as a fertile field for reaping new taxes and so help reduce her debt.

The Bill passed the Legislature and the election took place on October 5, 1869, and had it not been for the citizens of West Hoboken, the desires of Jersey City would have been gratified, and I would not to-day be occupied in writing the "Story of West Hoboken." Previous to the passing of the Bill, mass meetings were held here under the auspices of the Township Committee, and the citizens, to protest against its passage, or in the event of its passage, to arouse the voters to a sense of their duty in opposing its adoption at the election which followed. This agitation bore good fruit, for when the result of the election was made known, it was seen that all the southern end of the county, as well as the northern end (excepting West Hoboken and Bayonne) voted in favor, and the vote in West Hoboken stood 95 for, and 256 against. By this action North Hudson was forced to stay out, thereby keeping Jersey City below the Paterson Plankroad.

This scheme was recently repeated again by the wise men of Jersey City, and another measure passed the Legislature calling for a commission to investigate the matter and report back to the Legislature. Although the commission was appointed by ex-Gov. Voorhies, nothing, as yet, has come of it, and even if it did, West Hoboken could be relied upon to repeat the action taken by her on this matter 33 years ago.

During the session of the Legislature of 1884, another measure passed the Legislature, whereby the eastern slope of the hill at Lossburg, was annexed to Weehawken. It is a mystery to our citizens why this was done, and why our people did not take some action that would have stopped it, instead of standing idly by and allowing the grab to be made as they did.



ST. JOSEPH'S GERMAN CATHOLIC CHURCH.



NORTH HUDSON CLUB. SPRING AND HIGH STREETS

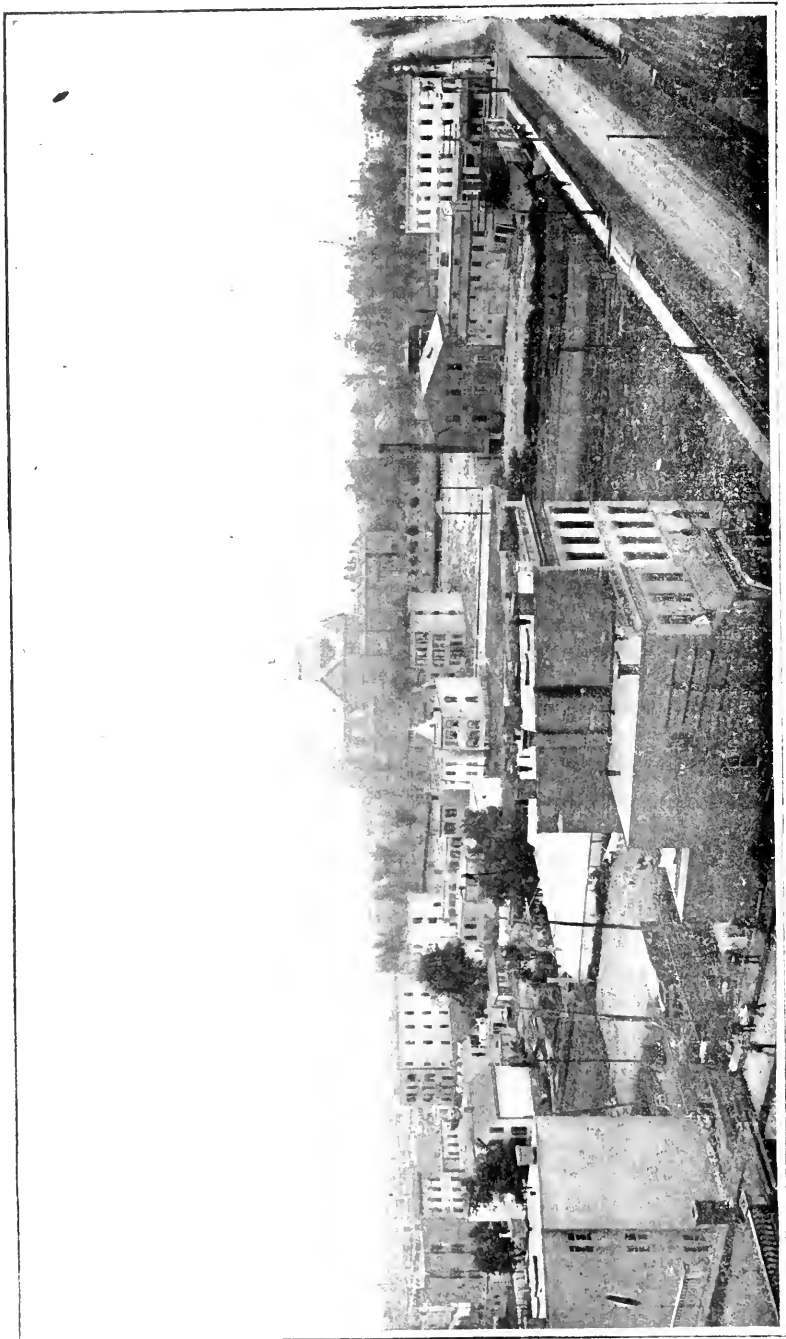
CHAPTER XI.

Latter Municipal Affairs.

As stated before, the township became a town in 1884. While it was governed under the township laws it had three township committeemen until the year 1868, and after this latter year it had five councilmen to govern it, who were elected at large, no ward or district lines being drawn. This method was in force until the year 1891, when the town adopted the special charter for towns, which was passed at the instance of West Hoboken. This charter provided for the election of a councilman-at-large and the establishment of not less than three wards, which are represented by two councilmen, making a board of council, consisting of seven members. Under this charter Mr. Charles J. Chandless was elected the first councilman-at-large.

In politics the town in its early history was non-partisan, that is, its citizens were elected to office in the majority of cases regardless of their politics. This state of affairs continued until the adoption of the last charter. When the ward lines were established it resulted in political clubs being formed and the injecting of party politics in the spring elections.

At the first election, under the present charter, the Democratic party swept the town, and with the exception of one year (1894), they have continued in power since that time. In the latter year an Independent ticket was placed in the field by the Municipal Club, an organization composed of independent citizens, and after a hot campaign the entire independent ticket was declared elected. In the spring of 1893, Mr. Benj. Day was the candidate for councilman-at-large on the municipal ticket, and Mr. Chas. J. Chandless (who had already served two terms), was the Democratic candidate. After the Board of Canvassers had declared Mr. Day elected, Mr. Chandless contested the election on the ground that several marked ballots were counted for Mr. Day. Ex-Judge Lippincott decided the case in favor of Mr. Day, but Mr. Chandless's attorneys immediately appealed the case, and the higher court reversed Lippincott's decision, and declared Mr. Chandless elected councilman-at-large. But there were four councilmen in the board who were elected by the municipals, as follows:—Messrs. B. Fitzgerald, Geo. J. McEwan, Chas. Solym and Jacob Leuly. This board started out as reformers generally do, and, although their inten-



VIEW OF WEST HOBOKEN FROM ROOF OF CONSUMERS' BREWERY.

tions were undoubtedly of the best, they being all honest, conscientious citizens, their efforts at reform were entirely to aggressive, and they soon made for themselves a host of enemies. They cut down the salaries of the policemen, the street laborers, the various town officials, and their own salaries. Every appropriation was cut down lower than the preceding year, and from the standpoint of the taxpayer, I suppose their efforts were appreciated, but if so, at the following election very few taxpayers could have voted because these reformers were each one defeated and the Democrats again came in control of town affairs.

At the election in 1899, Mr. Geo. B. Bergkamp was elected councilman-at-large, and while in office he managed to get into the disfavor of several of the Democratic leaders in the town, and when he came up for renomination, they pitted Thos. Nolan against him at the primaries. Nolan received the nomination and Bergkamp announced that he was an independent candidate. The Republicans nominated Mr. E. C. Envrard, and this made it a three-cornered fight.

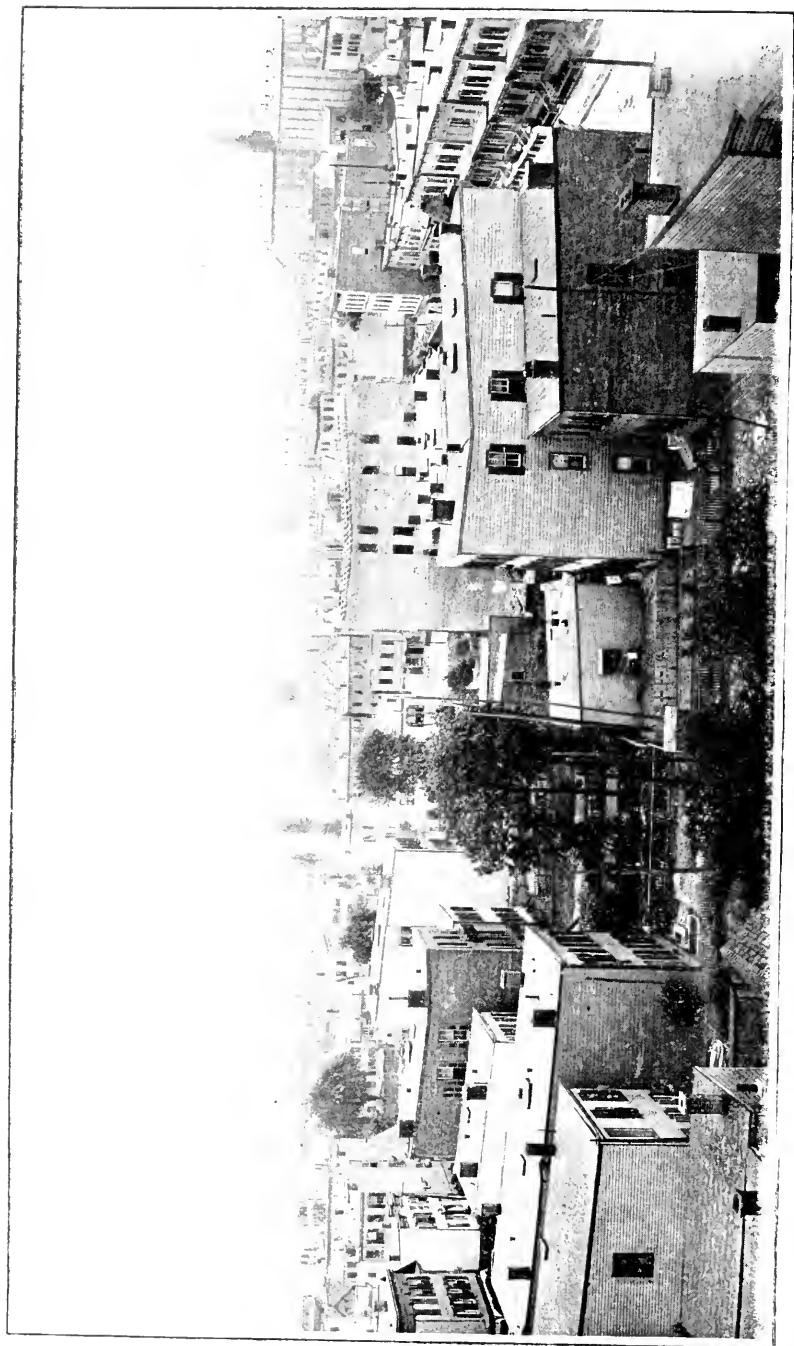
The Republicans were rent apart by factional fights. The Democrats were divided by the fight over Bergkamp, and the ensuing election became the hottest and most bitterly contested in the history of the town. When the ballots were counted it was found that Bergkamp had proved his popularity and was elected by a greater majority than his Republican opponent received votes.

To sum up, our town is to-day the largest in the State, having grown from a small village of 1,500 in 1861, to the present population of nearly 30,000 people in 1902.

We note in our midst some of the finest residences in North Hudson; our town is well taken care of in regards police; our force consisting of 1 chief, 1 captain, 1 detective, 2 sergeants, 3 roundsmen and 24 patrolmen. In regards our fire department anything I might say in its favor would very likely be termed a biased opinion, but let our citizens try and remember the last time a fire got beyond control of our fire department, and compare the result with departments in other towns and cities the size of ours.

We have among us 14 churches, among which is the Monastery of the Passionist Fathers, beyond the shadow of a doubt one of the finest religious edifices in the State.

We have a beautiful public park, which was given to us by the Hoboken Land and Improvement Company. The stores in our town can and do supply our citizens with their smallest and largest wants, at prices which compare favorably with those of the metropolis.



VIEW OF WEST HOBOKEN FROM ROOF OF CONSUMERS' BREWERY.

Our public schools are acknowledged by authorities to be among the best in the State both as to buildings and as to the method employed in teaching. Our supply of drinking water is pure and wholesome.

We have numerous large factories which give employment to a small army of our citizens. We have the largest silk factory, and the most up-to-date brewery in the State. Our rapid transit facilities are good, being able to reach Union Square, New York, in half-an-hour, and we have good streets, among which are 6 1-2 miles of Belgian block, 2 miles of asphalt and 2 1-2 miles of Macadam pavements, and to this list is constantly being added more, and in a few years all our streets will be improved. All our streets are kept clean, and the unimproved streets are generously supplied with crushed stone. The Hudson Boulevard, one of the finest driveways in the country, runs through our town and furnishes a fine place for the lovers of horse flesh to exercise their trotters.

The picture I have drawn above might seem to some to be the product of an over zealous mind, but I can safely say that there is no one in our town to-day who can prove that any assertion I made in the above lines are anything else but the Gospel truth, and it is my honest opinion that no finer place for a residence could be found by anybody so near New York than West Hoboken.





VIEW OF WEST HOBOKEN FROM ROOF OF CONSUMERS' BREWERY.

CHAPTER XIII.

Fire Department.



Previous to the year 1858 this town was without any protection for fire at all, and on October 28 of that year a party of citizens and property holders of the place, seeing the urgent necessity for the establishment of some sort of fire protection held a meeting at Mrs. Peibe's hotel, for the purpose of organizing a fire company. Among those present at this meeting were: Messrs. A. K. Nafey, J. Crawbuck, W. H. Laune, A. B. Ryerson, John Hague, W. H. Alcorn, W. E. Wells, W. H. Joceline, J. G. Symms and J. G. Gordon.

At this meeting Mr. John G. Symms was elected chairman and Mr. J. G. Gordon secretary, and various ways and means were discussed to procure the necessary apparatus with which to fight the fire demon. Nothing definite was done at this meeting beyond appointing a committee, consisting of Messrs. Nafey, Crawbuck and Laune, to draft a set of by-laws. The meeting then adjourned to meet at the call of the chair.

The next meeting the committee on by-laws reported on same, and after some discussion they were adopted, and the following citizens were added to the roll as members: Mr. Chas. Yates, Garret Van Vorst, A. Grandjean, Chas. Savoye, Henry Sinclair, John Sinclair, J. H. Spadone, John Baptist, John Van Skiver, John H. Myers and John Dawse.

Several names were now submitted for the new company, and after a vote on same it was decided to call it Neptune Fire Company No. 1. The Company now being organized the next procedure was the election of permanent officers, which resulted

PALISADE AVE. LOOKING SOUTH FROM WARREN ST.



HIGH ST. LOOKING WEST FROM SPRING ST.



CENTRAL AVE. LOOKING SOUTH FROM MALONE ST.

as follows: Foreman, A. B. Ryerson; assistant foreman, W. H. Laune; secretary, J. G. Gordon; treasurer, John Hague; investigating committee, J. Crawbuck, A. K. Nafey and W. H. Alcorn.

It was decided at this meeting to appoint a committee of three to solicit subscriptions from the Insurance Companies and citizens to purchase an apparatus. The committee consisted of Messrs. A. B. Ryerson, A. K. Nafey and W. E. Wells.

After meeting at Peibe's hotel a number of times, the meeting place was changed to the basement of the Pre-byterian Church. The Company met here until their house was erected on Paterson avenue, on land leased from John Everson, Jr., on September 12, 1859.

The committee on subscription having procured funds enough to purchase an apparatus, a committee consisting of Messrs. Piebes, Hague and Crawbuck was appointed to purchase same. The engine was purchased in New York City, and it at one time did duty in the department of the latter city. It was purchased on September 5, 1859, at a cost of \$210. It was used here but a short time, for, on November 22, 1861, the old hand engine (which was sold by Neptune Co. last summer) was purchased for \$235, and the first engine in exchange. This engine also came from the New York department, and it is claimed by many that it at one time belonged to the famous Black Joke Company 33, of the New York Department.

A motion in reference to this engine made on November 22, 1861, which appears on the minutes of Neptune Company, is given as follows:—

"John Lane moved that John Van Skivers mules be engaged to take down old Neptune to the engine builder and bring up the new engine." This was amended, and Van Skivers mules brought the engine down as far as the ferry, and the company, in full uniform, then brought it home.

Neptune Company did duty alone in our town until 1865, when Dexter Hook & Ladder Co. was organized with A. Fillipetti, as foreman.

On September 18, 1865, a new company was organized in the Bonnsville district of the town. A citizen by the name of Heinlein kept a florist establishment about where Jane and West streets now meet, and in one of his greenhouses Eagle Engine Co. was organized. This part of the town, with the building of the car stables, had begun to grow considerably, and it was seen that Neptune Engine Company could not well take care of the entire town, and that a company in Bonnsville would be a very useful adjunct to the department, and on the date last above mentioned, Messrs. Wm. Ludlow, W. H. Dres-

PALISADE AVE. AND MONASTERY ST



HUDSON TRUST COMPANY

S E COR HACKENSACK PLANK ROAD
AND SPRING ST.



SUMMIT AVE. LOOKING SOUTH FROM JOHN ST.



cher, J. England, Adam Stieger, W. Muller, Ernest Asmus, Wm. Stanford and M. Goelze, met in the greenhouse aforesaid and organized Eagle Hose Co. No. 1, and elected the following officers:—Foreman, Wm. Ludlow; assistant foreman, M. Goelz. Owing to the fact that the first minute books of this old company have been lost, and as nobody living can recollect much about its early history, we will simply say that their first headquarters was situated on the Hackensack Plankroad in a shed owned by a man named Stucke. The members raised sufficient funds in a short time to purchase a hose carriage, and a committee consisting of Messrs. W. H. Drescher, Gus. Gondran and H. Ludlow was appointed to purchase same at a price of \$75.

They purchased the carriage from Eagle Hose Co. of Hudson City, and this old carriage is still in the possession of Eagle Engine Co., and it is the oldest fire apparatus in this town. Previous to its career in Hudson City it did duty in New York, and considering the fact that it has been in this town 38 years, and that its stay in Hudson City was about 15 years, and that it was used in New York in the beginning, its age must be nearly three-quarters of a century.

This old carriage is now kept as a relic of by-gone days by Eagle Company, the town having recently purchased a new carriage for them.

These three companies did duty in the town for a number of years, and we find in the report of Joseph E. Taylor, chief engineer for 1860-70, a recommendation that the town build a house for Eagle Hose Co., and that the board of fire trustees had that year erected two brick fire houses, one for Neptune, on Clinton avenue, near Charles street, and the other for Dexter Hook & Ladder Co. on Charles street, this latter house still stands to-day in the rear of the town hall, having been recently remodeled, and is now used as the jail.

A comparison might be made in regards the amount of hose which the companies had at that time and the amount in use to-day. Mr. Taylor, in the aforementioned report, stated that Neptune had four length of hose and Eagle also had four lengths. Each company now has about 25 lengths, a difference of 925 feet, and we now have four companies carrying hose instead of two.

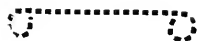
Mr. Taylor further states that in the year we had three fires, of which two were out of town. The one fire in town was a stack of hay on the pasturage of the car company, and the two out of town fires were as follows:—July 30, 1860, Bunavista Hotel, North Bergen, and September 10, 1860, oil tanks on Erie Railroad, Penn. Horn Creek.

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TOWN SURVEYOR

OF WEST HOBOKEN.



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GAS DEPARTMENT,

PUBLIC SERVICE CORP. OF N. J.

Chief Chas. Gravatt, on April 1, 1873, mentions the name of Naia! Hose. This company had a short existence. Its officers were as follows:—W. H. Casey, foreman; B. F. Corson, assistant foreman; Fred Wells, secretary. Its career was stormy, and on account of the actions of some of its members, which were, to say the least, scandalous, was disbanded when about one year old.

Mr. Gravatt also states that "the Exempt Engine Company is fully organized and invites the action of the township committee to purchase a suitable apparatus for them." This company latter became Empire Engine Company.

The first mention of Empire as a company is made by Chief John Rumer in his report for 1877-78. He says that "Empire Engine Co. 2 has 22 members, an Engine and Jumper in first-class condition, and 13 lengths of hose in fair order."

This company was formed by the Exempt members of Neptune Engine Co. It will be remembered that Neptune's first house was situated on Paterson avenue, and that later the town built them a house on Clinton avenue, near Charles street. This left the lower part of the town without proper fire protection, and I suppose it was to furnish the necessary and proper protection to this part of the town that the Exempt Engine Company was organized, and on April 14, 1876, the following citizens organized the Exempt Engine Co.:—W. H. Lanne, E. N. Little, Robt. H. Leary, J. A. Alcorn, Geo. Cox, John D. Meredith, Chas. A. Yates, Albert Grandjean, D. Sence, J. D. Van Skiver, Chas. Tanner, Alex. Stoltz, C. Van Vorst, Geo. Bove, Jos. E. Taylor, C. Lever, Luke Ames, M. Browne and J. G. Syms.

The company's headquarters were in Francisco's barn on Demott street.

The company was reorganized on September 6, 1877, as an active company, and was named Empire Engine Co. 2. Its first officers were: Robert E. Leary, foreman; Chas. A. Yates, assistant foreman; Jos. A. Alcorn, secretary; Albert Grandjean, treasurer. Its headquarters was in a house owned by Jos. Taylor, on Spring street, near Hague, and its present house on Hoboken street, was erected in 1883.

During the year 1878, Dexter Hook & Ladder Co. 1 was disbanded, and Columbia Hook & Ladder Co. 1 was organized, with Charles J. Chandless foreman; J. Hecht, assistant foreman; M. Ford, secretary, and John Rumer, treasurer. The old truck was sold and was sent down south, and a new truck (the one now in use), was purchased for Columbia.

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The same year an engine was purchased for Eagle Hose Co., and the company changed its name from "Hose" to "Engine" Company.

In those days the fire department had to rely on wells and cisterns for its water supply, and upon reaching the scene of the fire the first thing done by the firemen would be to get their engine to work. To do this a well would have to be located, and many times the yard of the burning building would not boast of such a luxury as a well. In that case the nearest neighbor would suffer.

As the well could not be brought to the engine, the engine must be brought to the well. Now, wells as a rule are placed in the rear of the yard, and to get a ponderous hand engine near enough to the well to work it, a part of the fence would come down, and woe to the householder if his well was surrounded by a garden (which was generally the case.) When the well was pumped dry it was "dollars to doughnuts" that the garden would have vanished. If the fire was a bad one it would necessarily take a large amount of water to subdue it, and while the engines would be doing good work, the cry would go up that the well was dry, which would mean the moving of the engine to another well, and in nine cases out of ten when the engines could again be worked the fire would be beyond control.

Another drawback to that primitive mode of fire fighting was that the men were compelled to draw these heavy engines to a fire, and after reaching it, would have to set to work to man the pumps, and to let any other engine throw a better stream would mean disgrace to the company that was beaten. The present generation of firemen who do the work to-day know very little of the hardships gone through by their fathers in the old fire department.

In the majority of cases to-day, when the volunteers return from a fire, they do so to enter well-heated and up-to-date houses; but not so with the old times. Their fire houses generally consisted of an old barn or an unused shed; and still with all those draw-backs, nobody can say that the old timers did not do good work, and they seldom let a fire get such headway that it resulted very seriously.

The town in those days also had several large cisterns for the use of the firemen, one of which was situated on Ann street, near the gate of the public school, and another in the extreme lower end of the town. It is not recorded that these cisterns were of any material benefit to the department, because unless a fire happened near them they could not be used on account of

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not having enough hose, but they came in handy for the "boys" to use when they had a "wash."

The hand engines were used until the water pipes were laid in the streets in 1883, when it was seen that the pressure from the fire hydrants equalled, if it did not suppress that from the engines, and also with far less exertion on the part of the firemen. After a short time the engines belonging to Eagle and Empire Companies were sold. Neptune Company retained their engine as a relic. They owned it until last year, when they disposed of it to a junkman for \$25. In my estimation this was a very foolish thing for them to do, as its age and the memories connected with it would have made it an excellent apparatus for our Exempt Association to have owned, to use it for parade purposes; and it seems strange that so many old timers who ran with this old machine would have stood idly by and seen it disposed of for a few paltry dollars.

Before the town built the old wooden bell tower in the rear of the town hall, the only method of giving an alarm of fire was by ringing the church bells, and the old St. John's and Presbyterian church bells were used for this purpose.

After Empire Engine Company was organized there were then three engine companies and one Hook & Ladder Co. doing duty in the town, and they constituted the fire department until June 3, 1887, when a new company was organized in the first ward. This part of the town had grown considerably in a few years and the citizens came to the conclusion that a Hook & Ladder Company in that locality was an absolute necessity. Accordingly, on the date above mentioned, the following citizens met in Mr. Siler's hotel, corner Clinton avenue and John street and organized Americus Hook & Ladder Co. 2, and elected the following officers:—Foreman, George Fink; assistant foreman, E. J. Tournade; recording secretary, H. Fisk; financial secretary, P. Fisk; treasurer, W. E. Gill, and G. Bene, H. Schneider, W. P. Sturgis, L. Alces, S. Fisk as charter members. The members of this company have always been hustlers, and from the very beginning would leave no stone unturned to make a success of anything they undertook; and in a short time they raised sufficient funds to purchase a truck and house themselves in a little house on Syms street, near West street. They were the first company in the department to adopt the regulation blue cloth uniform. They immediately entered the social world, and some of their entertainments and receptions equalled, if they did not surpass anything in their line ever attempted in the town.

They have repeatedly given affairs, the proceeds of which have been divided among needed charity organizations, and at

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one time there was connected with the company an athletic association, who were invincible in baseball, football and other athletic sports. It is on account of their hustling proclivities that Amerieus has attained and kept its high place in the social and firemen's circle of our town. The company continued in its old house until 1895, when the town built for them their present handsome quarters on Syms street, at a cost of \$6,000. The company again showed its hand in the hustling line, because, before the new house was finished they held a Fair in it, which netted them about \$3,000, and with this money they fitted up their house in handsome style. To-day they are one of our best companies.

Chief Louis Haag, in his annual report for 1890, recommended the establishment of a Hose Company in the middle western section of the town. It needed only this recommendation "to start the ball rolling," for in September, 1890, Friendship Hose Co. No. 1 was organized, with the following officers: Foreman, W. H. Lame; assistant foreman, John Glace; recording secretary, E. Burekhardt; financial secretary, G. Rohrbach; treasurer, P. Sabatine; chairman, John Roden, and its first headquarters was located on Savoye street, near Summit avenue. The old house has since been torn down and a factory erected in its place. At first the company was supplied with a hose jumper by the town, and a few years after its organization they were furnished with their present hose carriage, which was purchased from Lady Washington Hose Co. 1, of the Yonkers Fire Department.

The present house on Central avenue was erected in 1897. It is an up-to-date building of its kind and is fitted up with all modern improvements. The cellar contains a complete kitchen, where "the boys" prepare the various viands that are served up by them to their guests on all festive occasions. The Company always has a full roll of 65 members, and on parade this long line of blue shirted men is the pride of the whole department.

The annual masquerade ball given by this Company is one of the social features of the town. It is yearly the largest ball given by any organization in North Hudson.

There was yet another company to be added to the department. The Third Ward had grown from a small village to a section of a large town, where a few years previously there were fields and woods with a small house here and there. There were now row after row of brick and frame houses, and for some time the citizens of this section had been discussing the advisability of organizing a Hook & Ladder Company. Various attempts to establish a Truck Company here (among which was

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the attempt of some members of Eagle Engine Co. 3 to organize what they choose to call Washington Hook & Ladder Co. 3, with P. J. Van Skiver as foreman), had failed, and on June 20, 1864, a meeting was held at the "Capitol" Hotel, corner Spring and Dodd streets, and Protection Hook & Ladder Co. 3 was organized with the following officers and members: Foreman, W. H. Drescher, Jr.; assistant foreman, Chas. Krenn; recording secretary, G. H. Kleene; financial secretary, Albert Laessig, treasurer, Henry Leuly and J. T. Boman, C. E. Boman, John Mahan, J. W. Smith, C. Kammeral, W. Stagen, R. J. Houston and Rud. Frech, charter members.

The Company met weekly and appointed a committee consisting of W. H. Drescher, Jr., E. C. Schede and G. H. Kleene to solicit subscriptions to purchase a truck.

In the meantime they petitioned the town council to purchase a truck for them, and the petition was acted upon favorably by the authorities, and on February 19, 1895, they furnished the Company with their present handsome apparatus, which was built by the firm of Gleason & Bailey, of Seneca Falls, N. Y.

The event was celebrated by a grand parade and jollification at the Company's house on Dodd street, which was erected on a lot leased to the Company by W. H. Drescher, Sr., and the house was erected with the funds raised by the aforesaid committee appointed to raise funds to purchase an apparatus.

On July 2, 1897, the Company's house burned down. It is not known what caused the fire, but it is believed that a kerosene lamp must have exploded, which was used to light the house. The truck was damaged to the extent of \$300, and the members stood all loss and in three months time had built another house and had the truck repaired and repainted.

In 1894 the Company moved into its present house, which was erected by the town at a cost of \$6,000. It is fitted up with all modern improvements, such as steam heat, bath and shower bathrooms, etc., and the Company has spared neither time nor expense in furnishing it with the best and handsomest furniture that could be procured, two chandeliers in the meeting room costing \$100.

The Company maintains a library which at present contains 296 volumes.

It appears that each of the last three Companies in the department has a special offering for those socially inclined, with Americans their "trump card" in minstrel shows; with Friendship it is masquerade balls, and with Protection it is smokers and house parties. The smokers given by Protection

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are not equalled by any other town organization, and are looked forward to with eager delight by a host of Protection's friends.

Under the old system of answering alarms rung from the bell towers by hand, much valuable time was lost in locating a fire, and the chiefs, among whom were ex Chiefs Haag, McCourt and Tournade, would, in their annual reports, recommend the installation of an electric alarm system, and in the year 1894 the present electric fire alarm was installed at a cost of \$6,000.

With the growing population of the town the demands made on the water system had a tendency to weaken the pressure considerably, especially was this the case in the high part of the town, in the vicinity of Central avenue and Malone street, and during the incumbency of Chief Geo. T. Johnson, he let no opportunity escape him in bringing forth the fact that it was time the town provided itself with a steam fire engine. By some citizens and officials he was laughed at, and his remarks were taken as the result of over-zealousness in fire department affairs, but the wisdom of his words soon became apparent, for in February, 1902, Helffs factory, in Lossburg, took fire and burned to the ground, and the pressure from the hydrants at this fire was miserable, and to cap the climax, a week later Givernau's stable took fire and also burnt to the ground. It was at this fire that a stream could not be thrown ten feet, and if there had been any houses near this stable there is no telling where the fire would have ended.

The following spring, 1902, the council seeing they could no longer delay it, purchased the present steam fire engine, which is a new engine built by the American Fire Engine Co., and with its advent our department is second to none in the State.

From an insignificant village fire department, which, in 1861, fought fire with a hand engine and four lengths of hose, it has grown to a department which at present numbers about 175 men, divided into 7 companies, with 13 apparatuses, as follows:

Neptune Engine Co. 1.—1 steamer, 1 hose carriage and 1 jumper.

Columbia Hook & Ladder Co. 1.—1 hook and ladder truck.

Empire Engine Co. 2.—1 hose carriage and 1 jumper.

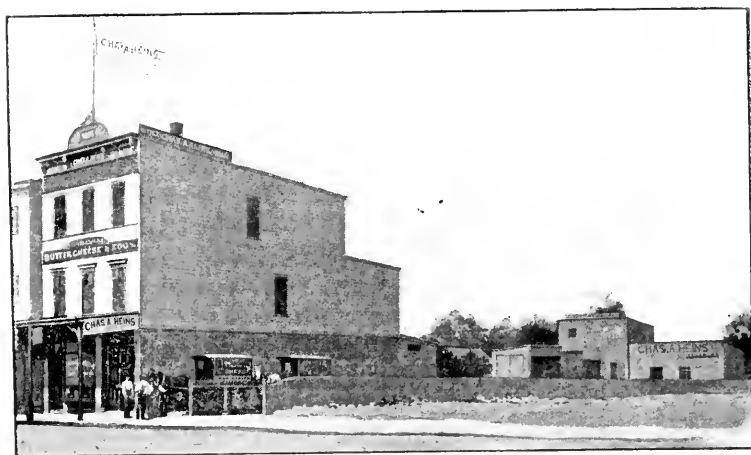
Eagle Engine Co. 3.—2 hose carriages and 1 jumper.

Americus Hook & Ladder Co. 1.—1 hook and ladder truck.

Friendship Hose Co. 1.—1 hose carriage and 1 jumper.

Protection Hook & Ladder Co. 5.—1 hook and ladder truck.

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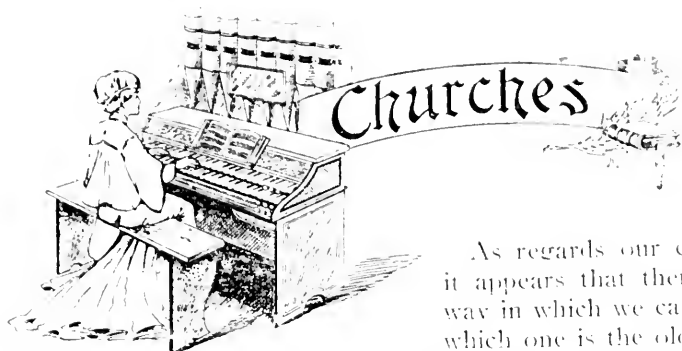
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THE CHURCHES OF WEST HOBOKEN.



As regards our churches it appears that there is no way in which we can decide which one is the oldest. It

is known that the First Presbyterian and St. John's Churches, beyond doubt, are our two oldest churches, but previous to the establishment of either, religious services were conducted in a silk factory, situated at that time on Hague street and owned by a person named McRea. The services here were conducted by any minister that could be procured, and no regard was paid to the denomination which he represented. It is claimed by some of the members of St. John's Church, that the people who were in the habit of worshipping in this silk factory formed the nucleus of the present Episcopal Church. Beyond hearsay evidence I could not procure any definite assurance that this is a fact; on the other hand the records of the Presbyterian Church say that their congregation was formed by the members of the aforesaid un-denominational church, who adopted the Presbyterian faith after an attempt had been made by them to organize a Congregational Church.

It would seem by this that the Presbyterian is the oldest church, but it must be borne in mind that the congregation of St. John's, as present constituted, is older than that of the Presbyterian, for the reason that the Presbyterian's Church congregation was at once time a Congregational Church, while the Episcopal Church has never been anything else but an Episcopal Church. Let it also be remembered that the Ecclesiastical Society of West Hoboken, which was the beginning of the Presbyterian Church, was organized in 1844, and the Episcopal Church organized in 1846, two years later. A fact that is not disputed by anybody, is that the first church building in our



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town was the old St. John's building on Clinton avenue and Warren street, but that old building is now torn down and the oldest church building to-day is that of the Pre-byterian Church.

I will not venture to say which is the oldest church, and after reading the sketch of both churches, I leave the reader to draw his or her own conclusion.

FIRST PRESBYTERIAN.

Clinton avenue and Hagne street.

In the year 1844 a religious society, entitled the Ecclesiastical Society of West Hoboken, was formed by a few of the dwellers in the place, by which preaching on the Sabbath was regularly maintained, and by which also a Sabbath School, provided with a library and other requisites, was started. A minister was selected by this society each year, or oftener, when necessary.

It was entirely undenominational in its structure and aims until, in 1847, it was decided to constitute it a Congregational Church.

The organization, at which the Rev. J. P. Thompson, then pastor of the Broadway Tabernacle, New York, presided, took place at the house which stood on the corner of Spring and Demott streets, and was the residence of Mr. Nathan Brown. In less than a year this church was disbanded from some cause now unknown, but the members again constituted themselves an undenominational religious body under the former title of the Ecclesiastical Society of West Hoboken.

Meantime the Rev. Wm. Bradford, then editor of the New York Evangelist, had come to the village to reside, having bought the house now used as a cork factory at the corner of Palisade avenue and the Paterson Plankroad. An earnest Christian minister, he at once became connected with this Ecclesiastical Society. At this instance, and through his influence, a meeting was held, at which it was resolved that the time had arrived for the erection of a church edifice, and measures were at once taken to secure the accomplishment of this object.

The result was the present building, the ground consisting of two lots, valued then at \$250, which were given gratis for the purpose by Mr. John Syms.

During the process of erecting the church the congregation worshipped in MacCrear's silk factory, which stood upon the spot now occupied by the Davis Express office and yard, having previously met in the house at the corner of Demott street

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and Clinton avenue, and in the old township school at the intersection of the Weavertown road (now Boulevard) and Kerrigan avenue.

The work of building was begun early in 1850, and Mr. Bradford being a member of the Third Presbytery of New York, assured the people that they would receive the sympathy and help from that body should they consent to become connected with the Presbyterian Church. Their assent was at once and heartily given, and their request to be organized as a Presbyterian Church was sent to the Presbytery and was immediately granted, and the organization was accomplished on the 12th day of June, 1850. Thus it was that this congregation became a Presbyterian Church.

The size of the original edifice was 28 by 50 feet, and its cost, exclusive of the ground and bell was \$2,590.27.

In connection with the church the property was held by what was known as the West Hoboken Lyceum and Library Association, and so involved and intricate was the relations thus established that embarrassments were continually springing up, until, having raised the money for the purpose, the congregation purchased the sole ownership of the property at a cost of \$2,200. The church was dedicated on June 25, 1851. Among the ministers who officiated at the dedication was the Rev. Dr. Burchard, Rev. Dr. Campbell; Rev. Dr. Taylor, of the Bergen Reformed Church; Rev. Mr. Hatt, of the Baptist Church of Hoboken, and the Rev. Mr. Wiswell.

The first communion service was held in the basement of the church on July 14, 1850, the Rev. E. T. Hatfield officiating, and from this time on for five years the church was served by stated supplies, among whom may be mentioned the Rev. Messrs. Howe, Mandel and Parker.

On Sunday, the 8th day of April, 1855, the Rev. Jas. C. Egbert, while yet a student at Cornell University, preached for the first time in this church. On Wednesday of the same week, the 11th, Mr. Egbert was licensed by the Third Presbytery of New York and was ordained to the gospel ministry on the evening of the same day in the Allen Street Presbyterian Church of New York. Having received a unanimous call from this church, and on June 13, 1855, he was installed as pastor.

The church in 1855 consisted of sixteen members, among whom may be mentioned the following: -Mrs. Amanda Parker, Mr. Alsop Purdy, Mrs. Ellen Scott, Mrs. Helen Ryerson, Miss Elizabeth E. Dailey, Mr. Robert Campbell and Eliza, his wife, Mr. John Briggs and Marcella, his wife, Mr. John Robson, Mr.

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George Smith and Mrs. Eliza Davidson. There numbered in the Sunday schools that year 80 scholars, with no infant class.

The present membership of the church is 435. There are 60 scholars in the Sunday schools.

There are connected with the church several societies, among which are the King's Daughters, with a membership of about 20; the Christian Endeavor, with 60 members; the Junior Christian Endeavor, with 30 members; a Foreign Missionary Band, which is 25 years old and has a membership of 100; the Ladies' Aid Society, and the Brotherhood of Andrew and Philip.

Mr. Jas. C. C. Egbert continued as minister of this church for 40 years, resigning his pastorate on June 13, 1897. The congregation was loath to accept his resignation at first, but after due consideration the fact dawned upon them that their beloved and honored pastor was gaining in years, and that the increased work, which the fast growing church entailed upon him, was proving too much for him and they reluctantly accepted his resignation, making him pastor emeritus of the church, and to further show their appreciation of his long and faithful work, generously settled upon him an annuity of \$800 per annum.

Considering the fact that we have among us in the honored presence of Jas. C. Egbert, a man who has the distinction of being the oldest living pastor (both as to point of service and as to age) of any church in North Hudson County, a word about himself in the story of this old church I doubt would not be misplaced.

Mr. Egbert was born in New York City on the 17th day of October, 1826, and there received his education, attending the public schools and afterwards becoming a teacher in one of them. Afterwards he continued his studies and also taught in the private school of Professor John Jason, of New York, and in 1848, having received a thorough preparatory training, then entered New York University. He was graduated with honors in 1852, receiving the degree of B. A., and on March 4, 1889, the university conferred upon him the honorary degree of Doctor of Divinity in recognition of his eminence as a minister and of his learning and standing as a scholar.

He has twice been moderator of the Presbytery of Jersey City; is a member of the Associate Alumni Club of the Union Theological Seminary, and is known throughout the State and in other Presbyteries as a man of broad culture, of great learning and of fine intellectual attainments.

Mr. Egbert, while acting as minister of this church, has married 389 couples and has ministered at 1,000 funerals.

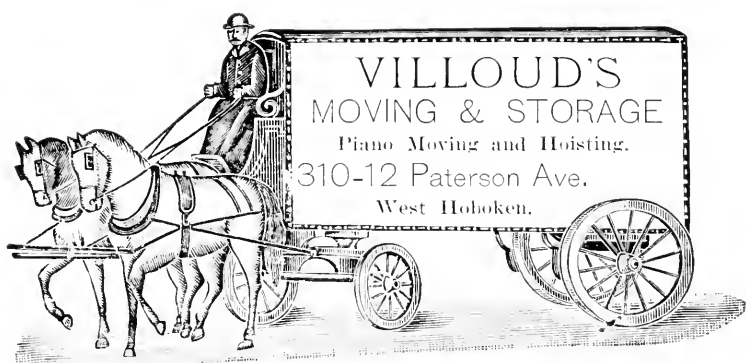
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The pastorate of this church has, since the resignation of Dr. Egbert, been under the Rev. Charles A. Evans, a graduate of Princeton Class of 1884. As pastor emeritus, however, Dr. Egbert continues to exercise a broad and wholesome influence in the church.

ST. JOHN'S EPISCOPAL CHURCH.

Palisade avenue and Charles street.

The organization of this church took place on June 19, 1846, when a number of persons interested in the formation of a Protestant Episcopal Church in the village of West Hoboken, met at the residence of Mr. James DeLancey Walton, and, after organization, extended a call to the Rev. A. C. Patterson, who thereby became its first minister.

The people of St. John's had, of course, no church building at that time, but met every Sunday in the loft of a silk mill owned by Mr. Henry G. McRae, on Hague street.

After considerable difficulty, enough money was raised to erect a church building, and the corner stone of the old church building on Clinton avenue, recently vacated, was laid by Bishop Doane on June 29, 1848.

The population of the village at that time was so small and of such a transitory character that it was with difficulty that enough interest was maintained to keep the struggling little parish alive. As stated in another part of this story the only method of reaching the outside world was by means of stages, and the drivers of the stages used to rest their horses in the shade of the large trees in the church yard and tie them to the side of the old building.

Some time ago, during repairs to the old building, a large screw-eye, which had been used for that purpose, was taken out of its side.

Progress was slow until about the time of the war, and the old records show that as late as 1865 the rector then in charge received for his services the princely sum of \$200 a year.

From that time on the parish gradually grew, keeping pace with the growth of the town, until it completely outgrew the accommodation of the old building, and it became necessary to build a more suitable place of worship.

The present handsome stone building on Palisade avenue is one of the most complete buildings of its kind in the town. It will seat 500 people, and the hall below the church about as many more.

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Connected with the church is an athletic association, whose quarters are in a building in the rear of the church. The gymnasium is equipped with all the paraphernalia of such an organization, as well as club rooms of St. John's Union.

ST. MICHAEL'S MONASTERY.

The first Catholic Church in North Hudson was located within the present limits of the Town of West Hoboken, and before its establishment here the people of that faith either had to journey to lower Jersey City or to New York City, and many people worshipped in the old Catholic Church in Barclay street, in the latter city.

In the latter part of the year 1840, Father Canvin, a priest who then lived in Hoboken, used to journey up the Hillside on Sunday mornings to celebrate mass for the scattered Catholics of West Hoboken, and the surrounding villages, coming even as far as from Guttenberg and Hudson County.

The building used as a church at that time (and which was in reality the first Catholic Church hereabouts) was the coach-house of Mr. James Kerrigan, on the old Homestead.

The people worshipped in the coach-house until the year 1851. Early in that year work was commenced on a frame church named "Our Lady of Mercy," more familiarly known as (St. Mary's), on the corner of Clinton avenue, and what was then known as Kerrigan's Lane, now High street. The land, half an acre in extent, was the gift of Mr. Kerrigan.

The parish was then in New York, the diocese of Newark not having been formed until October, 1853, and in the latter part of the year 1851, Archbishop Hughes, of New York, dedicated the church.

On the front of this old church, as old-timers will remember, was a framed inscription, as follows:—

"MATER MISERICORDAE."

"Mother of Grace, O, Mary hear."

"Mother of Mercy, lend thine ear."

"From raging foes our souls defend."

"And take us when our life shall end."

This church was presided over for ten years by Faithful Father Canvin, and on Sunday, September 29, 1860, Fathers Gaudentius and Anthony, of the Passionist Order, opened a mission in St. Mary's Church. It was most successful, and soon after, the Rt. Rev. Bishop James Roosevelt Bailey, first bishop of the Diocese of Newark, invited the Passionists to establish themselves in his diocese.

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The Fathers accepted his invitation and selected West Hoboken, then but a sparsely settled hamlet as their headquarters, and on April 27, 1861, they formally took charge of St. Mary's Church, with Very Rev. Father John Domene Taolatin as pastor. Father Cauvin turned the keys of the church over to the new pastor and bade the people of St. Mary's farewell. He then retired to Hoboken to build a church in the latter city.

In the same year twenty acres of land known as "Kerrigan's woods," was purchased as a site on which to build a Monastery. The site, at that time, was not considered a very healthy one on account of the swampiness of the land. But the history of the Monks repeated itself, for to-day no finer spot could be found in North Hudson than the land surrounding the Monastery.

The new Mission of the Passionists being established, Very Rev. Father Victor Carunchio was appointed Superior.

The small house at the rear of St. Mary's being found wholly inadequate, was moved back, and a very comfortable frame building was erected in its place.

Such was the nucleus from which sprang St. Michael's Monastery parish.

Work was soon commenced on the new Monastery: a building of blue stone, 101 feet long by 36 feet in width. The corner stone was laid on August 9, 1863, and three sermons were preached on this occasion, one by Dr. McGlynn, in English; Father Cauvin, in French, and Father Stanislaus, in German.

In the latter year St. Mary's school was erected on a plot of ground opposite St. Mary's church, also the gift of Mr. Kerrigan.

On September 25, 1864, the Monastery was solemnly dedicated, and on the same day the little band of Passionists bade farewell to St. Mary's, just three years and five months after their advent in West Hoboken.

In October a wing 65 feet long by 50 feet wide was added to the Monastery, and on December 30 of the same year, the beautiful chapel erected in the new wing spoken of, was dedicated by Rt. Rev. Bernard J. McQuaid, then elect and Bishop of Rochester, New York.

On June 29, 1867, Blessed Paul of the Cross, the Founder of the Passionist Order, was Canonized by Pope Pius the 9th. For this occasion a frame building, 150 feet long and 60 feet wide, was erected where now stands the magnificent stone structure, St. Michael's Monastery Church.

The number who attended the services was legion. There were present bishops and clergy from all parts of the States. This temporary building was torn down, and in November, 1867,

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the first huge stone was rolled in place for the new church, and actual building on the church was commenced in April, 1869. The corner stone was laid on Sunday, July 18, 1869, in the presence of the largest multitude that ever assembled in Hudson County for a similar purpose, and on July 22, 1870, St. Mary's Church, amid the lamentations of its old parishioners, was closed forever to divine services.

On July 4, 1875, the superb church of St. Michael the Archangel, was dedicated amid all the pomp and splendor possible. At this time Very Rev. John Phillip Baudinelli was rector.

The dimensions of this magnificent church are as follows:—Extreme length, 105 feet; width of nave, 70 feet; width of transept, 104 feet; height of main aisle, 75 feet; height to top of dome, 190 feet; diameter of dome, 50 feet; circumference of dome, 140 feet.

The style is Basilican, being more on the Corinthian than Roman order.

The architect was Mr. P. C. Keeley, chief stone mason and builder; Mr. James Day, carpenter; Messrs. George Bove and Albert Durheim. The bells in the southeast tower are each named after a Saint, as follows:—St. Michael, 3,040 pounds; St. Paul of the Cross, 1,500 pounds, and St. Joseph, 900 pounds. They were blessed by Monsignor (now Archbishop) Seton, D. D.

The cost of this church at time of building was \$250,000, but nearly \$100,000 has been spent on it in the way of improvements and decorations since that time.

The following churches have from time to time been established by the Passionists:—St. Joseph's, Guttenberg, June 28, 1866; Holy Family, Union Hill, November 13, 1867; St. Paul of the Cross, Hudson City, October 16, 1870; Church of Sacred Heart, Shadyside, 1874; St. Anthony, West Hoboken, August 16, 1899.

The old St. Mary's Church, after it ceased to be a place of worship, was used as a school exhibition hall. It was finally removed to make room for the new St. Michael's school, which latter building was dedicated November 8, 1896.

This is a very handsome brick structure, consisting of three stories and basement.

FIRST BAPTIST CHURCH.

Clinton avenue and Serrell street.

When the First Presbyterian Church was organized they numbered among their members a few persons who would have affiliated themselves with a Baptist Church had there been

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one in the village. Among these baptists was Mr. John Syms and Peter Bogart. One Sunday afternoon Mr. John Syms proposed to Mr. Peter Bogart that if he would canvas the hill and get the baptists together he would build a church or meeting house for them.

Mr. Bogart, after canvassing the vicinity, found ten persons who were ready to help organize a baptist church.

The people, among whom were the following, besides the two first mentioned gentlemen, were: Mr. and Mrs. Van Arsdale, Mr. and Mrs. John Varriek, Mr. and Mrs. Humphreys and Mr. and Mrs. Smithson, met in the school house of Martin Ryerson, on Paterson and Clinton avenues, in the year 1854, and organized the present Baptist Church. A Sunday school was also organized, which, at first, consisted of six scholars, but which, in three years from the date of its organization, had grown to 150.

The congregation subsequently met in the same old silk factory on Hague street, in which the people of the Presbyterian and St. John's Churches had also met, and in the year 1855 Mr. John Syms erected a house of worship for them on Clinton avenue, corner Demott street. This old building was recently moved around on Clinton avenue and was, until last year, used as a furniture store by Wm. Gidden.

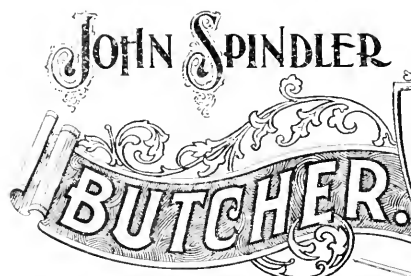
The succession of the ministry of this church is as follows:—1st, Rev. C. A. Buckbee; 2nd, Rev. M. James; 3rd, Rev. Mr. Leghorn; 4th, Rev. Mr. McGonegal; 5th, Rev. Mr. Gilt; 6th, Rev. Mr. Frank Osborn; 7th, Rev. Mr. Nelson; 8th, Rev. Frank Fletcher; 9th, Rev. R. Rollins.

Previous to the installation of the first regular pastor the church had ministers from the Bible Society, Nassau street, New York, at 5 o'clock p. m. every Sunday.

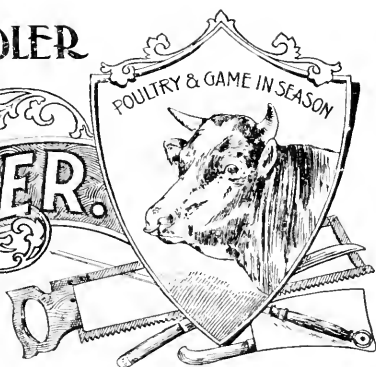
The organization of the church took place through the kindness of the Presbyterians, in the basement of their church. Rev. Isaac Wescott, of New York, preached the sermon and Rev. Mr. Patton, of Hoboken, gave the charge. Mr. John Syms and wife, the organizers, were the first received in the church by baptism. A large stage was hired from the stage line and was packed full, inside and out, and journeyed down to the house of Mr. Sym's daughter, in Bayonne, New Jersey, and there they were baptised in the waters of Newark Bay.

In the early history of this church Mr. Thos. Keynton played the melodian, and Mr. and Mrs. John Syms led the choir.

The present stone church was erected in 1868, and was built from contributions, among the largest of whom was the Syms family. The chapel adjoining was built and donated also by Mr. Syms at a cost of nearly \$20,000.



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FIRST REFORMED CHURCH.

Hackensack Plankroad.

To write a sketch of this church it is perhaps proper to say a few words in regard to the mother church, the Grace Reformed Church, situated on the Hudson Boulevard. The latter church was for a long time the regular place of worship of all the members of that denomination who lived in our town, and in fact of those who lived in North Hudson.

The old church was organized on April 12, 1843. Its early history is identified with the Reformed Dutch Church at English neighborhood, of which the people of New Durham were a component part, enjoying for several years the Sabbath afternoon services of their pastor in the building erected at New Durham, the lower part of which was devoted to the use of the district school. At the session of the classis on September 17, 1830, the Rev. Mr. Duryee, in behalf of the Consistory of English neighborhood, applied to the classis for a recommendation of the Board of Missions for aid in supporting the gospel at New Durham. This was referred to the Consistory of English neighborhood, and after due consideration they decided that "at present" they would not advance the interests of the church.

In a few years this course was reconsidered and on April 12, 1843, Rev. B. C. Taylor, A. H. Warner and R. Wells, met, and a formal expression of desire for a new church organization was given to the petition to the committee, signed by thirty-nine heads of families and forty-five communicants, accompanied by a proper dismissal of all the forty-five communicants from the church at the English neighborhood.

The Consistory of the last-named church had agreed to convey by deed, to the new church when organized, the lecture room and lot at New Durham.

On the 17th of September, 1844, this church presented to the classis of Bergen, for approval, a call upon the candidate, Wm. J. R. Taylor. On its approval Mr. Taylor announced his acceptance, thereby becoming the first minister of this old church.

The connection between Mr. Taylor and the church was dissolved on September 8, 1846, Mr. Taylor having accepted a call from the Reformed Dutch Church at Van Vorst (Wayne street, Jersey City.)

On September 15, 1846, the Rev. W. V. V. Mabon was installed as pastor.

The church continued to need a moderate amount of aid from the Board of Missions, but the plans of a liberal soul, de-

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viving liberal things for this church, were now about to be brought into operation.

James Brown, Esq., with most commendable zeal and liberality, although himself and family members of a New York Presbyterian Church, had purchased a tract of about four acres of beautifully located land on the western slope of the hill overlooking the village of New Durham. Here he erected with some aid from a few personal friends and about \$1,000 from the congregation (of which Elder Abel L. Smith contributed \$700) the present church.

The cost of this church at that time was \$6,000, and besides the church building afore said, Mr. Brown also erected the parsonage at the rear of the church, and a school house, which at that time was used for the education of girls, the teaching being paid for by Mr. Brown and the Consistory of the church. This school subsequently became a pay school for both sexes, and with the advent of the public school, its use was discontinued.

Mr. Mabon continued his pastorate until 1882, when he resigned, and the present pastor, Rev. L. A. Gowen, was installed in the year 1885.

This old church has at various times established missions in various towns in North Hudson, at present maintaining them in Guttenberg, West New York and Weehawken, and it was in this manner that our present Reformed Church was established.

It is not known exactly on what day this mission was established, but it could not have been later than 1867, for in that year the present church building was erected on the land given for the purpose by Mr. Edwin A. Stevens, of Hoboken, New Jersey. At the solicitation of Mr. Jas. Brown, who erected the building at a cost of \$8,000.

The preaching services and religious work of the chapel were in charge of the succession of pastors of the mother church for nearly thirty years.

In 1895 the Rev. W. R. Ackert was called by the Grove Church Consistory to take charge of the chapel. This action was made necessary on account of the marked growth of the chapel's congregation. Under Mr. Ackert's ministry the chapel work was characterized by marked and growing success. For many years an evening service and Sunday school were the only services held. During the new pastorate all of the present active auxiliaries were organized and efficiently carried on.

Between May, 1895, and April, 1901, about one hundred and thirty members were received into the communion of the church at the chapel. On June 1, 1901, Rev. W. R. Ackert resigned

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from the pastorate to accept a call from the Collegiate Reformed Church of New York City, to take charge of the Veranlyke Chapel, and on June 1, 1901, the Rev. Edward Payson, of the class of 1901 of the New Brunswick Theological Seminary, was called to succeed him, and is the pastor now in charge.

On April 8, 1902, the church, as at present established, was organized. After due application to the classis of Bergen, the church, on the above date, was organized as an independent church with a membership of two hundred and three, to be known as the First Reformed Church of West Hoboken.

The following gentlemen constitute the Consistory:

Elders, — Michael C. McCroskery, Henry C. Steinhoff, Alfred De Bevoise, Herman C. Steinhoff.

Deacons, — Henry Reiners, Walter Clum, Thomas Davidson, Louis A. Bochler.

The church at present maintains the following auxiliary organizations: Two Sunday schools with an average attendance of about six hundred; Ladies' Aid Society, Christian Endeavor Society, Junior Endeavor Society, Brotherhood of Andrew and Philip, and a Boys' Brotherhood.

GERMAN BAPTIST CHURCH.

Courtland Street.

On August 11, 1867, a number of our German speaking citizens met for the purpose of organizing a church where the services would be conducted in their language. Among the people who organized this church were Mr. and Mrs. C. F. Blumenberg, Mr. and Mrs. C. Baun, Mr. and Mrs. C. Baumann, Mr. and Mrs. C. Henze, Mr. and Mrs. D. Johnson, Mr. and Mrs. Ph. Luther, Mr. and Mrs. J. Luther, Mr. and Mrs. A. Murath, Mr. C. Broker, Mrs. H. Fischer, Miss A. Schwartz; 19 in all.

This congregation's first house of worship was the old church previously occupied by the First Baptist Church congregation, corner Clinton avenue and Demott street. After meeting here for a number of years, the need of a larger and more up-to-date meeting house, on account of the fast growing congregation, soon became apparent, and in the year 1876 the present church building on Courtland street was erected. This building also, became too small, and in 1899 it was enlarged to its present size.

The first and subsequent ministers of this church are given as follows: — 1st, Rev. E. Anstermuhl, 1868-69; 2nd, Rev. G. Knobloch, 1870-72; 3rd, Rev. J. M. Hoeflin, 1873-75; 4th, Rev. C. N. Thompson, 1876-1881; 5th, the present pastor, Rev. E. Anschutz, was installed in the year 1882.

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The present membership of the church, consisting of immersed believers on public confession of faith, is 175. The Sunday school has an enrollment of 250. The following societies are connected with the church: a Woman's Missionary Circle, with a membership of 50; a Young Peoples' Society, with a membership of 40; a King's Daughters Circle, consisting of 18 members. An Industrial School, with an enrollment of 100, is also connected with the church.

ST. MATTHEW'S LUTHERAN CHURCH.

Highpoint avenue and Clinton avenue.

This church originally belonged to the Town of Union, having been organized in the year 1884. Its first house of worship was on New York avenue and Jefferson street, that town. In the year 1889, the present building was erected and the congregation became one of our most prosperous churches. The first pastor of this church was the Rev. E. Bohm, who served until the year 1890, then the Rev. H. Heintz took charge until 1894, when the third and present pastor, Rev. A. Gurschke, was installed.

GERMAN METHODIST EPISCOPAL CHURCH.

Clinton avenue and Oak street.

The above named church was organized as a mission in the fall of 1886 by the Rev. Chas. Renss, at that time pastor of the German Methodist Episcopal Church, of Hoboken, New Jersey, and a few persons who met in the home of Mr. G. Barfus.

The meetings were conducted here until the following spring, when the Rev. A. C. Gabelein was appointed as pastor. Soon after his installation the congregation secured the privilege of meeting in the old Methodist Church building on Spring street, opposite Walnut street. After a short time this old building was sold and the congregation was compelled to seek new quarters. They hired a store on Spring street, where they remained until January, 1891, when they moved into their present cosy church building. In 1892, Rev. H. Meyer was appointed pastor. He served until 1893, when he was succeeded by the Rev. I. Piering.

From this time on the church continued to grow considerably, until, in the year 1894, it was organized into an independent church under the corporate name of the German Methodist Episcopal Church of West Hoboken. The same year the par-

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sonage in the rear of the church was given by Mrs. Mary Schneider. In 1896, Rev. D. H. Pape was appointed pastor, and under his able administration the building was enlarged to its present size, by raising it and building a Sunday school underneath it. The Rev. Pape continued as pastor until the year 1899, when the Rev. E. W. Peglow, the present pastor, took charge.

ST. JOSEPH'S CATHOLIC CHURCH.

St. Joseph's German Roman Catholic parish was established through the efforts of the Rev. J. N. Grief, of the Holy Family Church in Union Hill, the corner stone of what is now St. Joseph's school, was laid on July 31, 1887, by Bishop Wigger, of Newark, and upon its completion was used for church and school purposes combined.

The parish grew so rapidly that after a period of twelve years it was found necessary to build a larger church, and steps were immediately taken to that end.

In the fall of 1898 the corner stone of the present handsome church was laid, and it was completed and dedicated in July, 1899. The present pastor is the Rev. Louis Gabriel.

ST. ANTHONY'S ITALIAN R. C. CHURCH.

Owing to the rapid increase of the Italian population of West Hoboken the Passionist Fathers of St. Michael's Monastery (whose church they attended), decided to organize them in a separate parish, and in May, 1899, the corner stone of St. Anthony's Church, on Morris street, was laid, and on August 16, 1899, the church was dedicated. The present pastor of the church is the Rev. Father Andrew Kenney, C. P.

PALISADE AVENUE PRESBYTERIAN CHURCH.

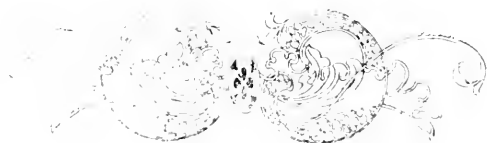
Palisade avenue and Oak street.

The above church was started as a mission in the year 1864, being fostered by the Rev. Arney S. Biddle, D. D., of Jersey City, assisted by the New York Presbytery. Among those who helped in its organization were the families of David Thom and Robert Clemens, which families still remain in loyal connection with the church.

The first meeting place of this congregation was the upper floor of the Reporter building on Clinton avenue. After meet-

ing here for a time a store was hired on Spring street, near Malone street. The civil organization of the congregation was effected in May, 1896, when its charter was obtained and the ecclesiastical organization was accomplished January 9, 1898, by the election to the office of ruling elders of Messrs. J. N. Demarest, Alex. Brown, Henry McIlvray and James McIlhaffey.

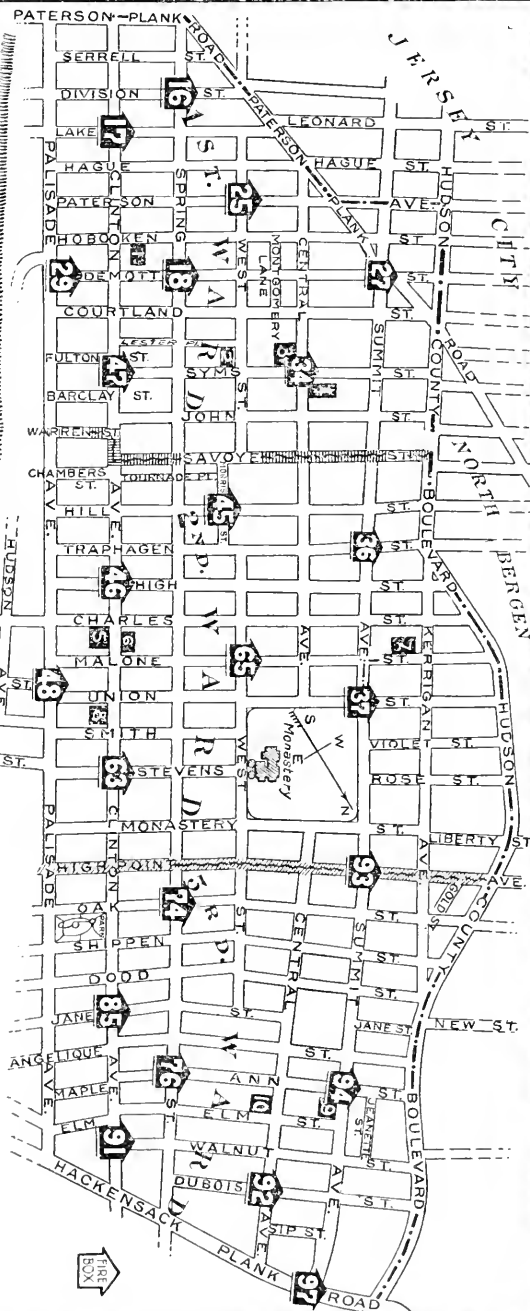
In the year 1897 the congregation moved into its present church edifice, and during its existence has had two ministers, the first being the Rev. A. K. Duff and the second and present minister being the Rev. R. H. Acheson.



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